

I received serious complaints from my brother and others, of the Quarter-master at Omaha, he being unprincipled, drunk and ~~inefficient~~. I immediately investigated the case and relieved him.

Colonel Moonlight's response to my instructions were that the Legislature of Colorado would not aid us and I instructed him to put the troops guarding towns and settlements in Colorado on our two lines of communication and let the towns and settlements take care of themselves. I said, "You have now the control of all troops in Colorado and with militia you can raise and operate against the Indians on the over-land. 100 teams left here for Denver on January 2nd."

This dispatch brought prompt action from the officials of Colorado. The fact is Moonlight's methods were not judicious in meeting these people. As soon as I got into communication with them myself, I had no trouble.

On February 15th, I sent the following instructions to Col. Ford at Riley:

"I desire you to be prepared as soon as you receive horses to move into the country between the Platte and Arkansas Rivers and break up the bands of Indians said to be located there. I desire to have you move at the same time that movement is made on the North Platte. The Indians that went north after the Chivington fight, have crossed South Platte, and are now some sixty miles south of the North Platte. These Indians must be punished, their women and children captured and held as hostages. The posts at Larned, Zarath, &c. should be protected by works, stockades or earthworks. The Orders 41 and 42 promptly and effectively carried out."

On February 21st, having provided for every movement on the plains I returned to St Louis and received the order from Washington that a National Salute be fired on Feb. 22nd at West Point and at every Fort Arsenal and Army Headquarters of the United States in honor of the restoration of the Flag of the Union Upon Fort Sumpter.

On the same date, I also received the following letter from the President to Governor Fletcher dated Washington, February 20, 1865.

"It seems that there is now no organized military force of the enemy in Missouri, and yet that destruction of property and life is rampant everywhere. Is not the cure for this within easy reach of the people themselves? It cannot but be, that every man not naturally a robber or cut-throat, would gladly put an end to this state of things. A large majority in every locality must feel alike upon this subject, and if so, the only need to reach an understanding one with another. Each leaving all others alone solves the whole problem, and surely each would do this, but for this apprehension that ~~others~~ others will not leave him

others



alone. Can not this mischievous distrust be removed? Let neighborhood meetings be everywhere called and held, of all entertaining a sincere purpose for mutual security in the future, whatever they may heretofore have thought, said or done about the war, or about anything else. Let all such meet, and waiving all else, pledge each to cease harassing others and to make common cause against whomever persists in making, aiding, or encouraging further disturbance.

The practical means they will best know how to adopt and apply. ✓

At such meetings, old friendships will cross the memory; and honor and christian charity will come in to help.

Please consider whether it may not be well to suggest this to the now afflicted people of Missouri!"

Governor Fletcher's letter enclosing the President's letter to me was as follows:

City of Jefferson, Feb. 25, 1865.

I enclose you copy of letter of President Lincoln received today for your information. It is passing strange that he is still unable to comprehend Missouri affairs.

I am willing to try his policy, but will try to have every man in Missouri ready for active duty, so as to be prepared to meet all the consequences of its failure. With your knowledge and mine of the real condition of the State, it is heartsickening to be put off with such a policy."

I made no answer to this because the policy that we were following was settling matters in Missouri and I knew it would not be long before the President would have knowledge from all parts of the State. Governor Fletcher was getting his civil officers in charge in nearly every county in the State. He was hampered in carrying out his plans by the war department turning down the proposition in relation to furnishing militia to take the place of the troops. This matter was referred to General Grant again and he made this endorsement upon it:

City Point, Va. Feb. 24, 1865.

Respectfully returned.

The reports of General Dodge and Governor Fletcher, of Missouri, were referred to me in the handwriting of the Secretary of War for my "report and opinion." I believed, and believe still, the proposition of Governor Fletcher is the best we can do for the interest of the service. The troops he will call out will be turned over to U. S. authority and will form a part of the national forces. As defenders of Missouri, they will go into Kansas or Arkansas, as may be necessary, in pursuit of invaders. If it is still decided that these troops cannot be received it will be advisable to send all troops raised in Missouri by draft to other sections of the country to serve, and supply their places from Thomas' army, giving him new troops now being raised to take the place of those thus taken from him.

U.S. Grant,
Lieutenant-General.

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report on

I received a note from General Pope asking me to report on the
 rebel forces on Red River in that vicinity and I sent him the following report:-

St. Louis, Mo. Feb. 26, 1865.

"For the information of the Major General Commanding Mil. Div. of the Missouri, I submit such information as I have relative to the rebel force on the Red River and in that vicinity.

Price, Magruder, Standwaitte, Gans &c. have commands near Camden, Boggy Depot, Washington, and other points in the Choctaw Nation. They are doing what they can to fit their command for the field mounting, equipping, arming &c. They are said to be in pretty good condition. Scouts that have been there say it is the general talk that they will make a raid north early in the spring, or as soon as grass grows. Rebels in Missouri universally believe that Price is again coming north. Deserters from the Army say that he tells them he is going back to Missouri and Kansas, but they also state that this is said to hold the Missouri recruits with him.

The leading officers are generally dissatisfied with the management and do not hesitate to denounce Price and his late campaign. I am of the opinion that Price's movements are contingent upon any movement in Texas or Arkansas, on our part, that may draw his attention, if none is made he will make a movement north. There are men from here now in his camp, who will on their return, be able to give us reliable information. I am convinced that about 1100 Texas cavalry, in Bonham and Sherman Counties, Texas, are preparing for a raid into Kansas by way of the Neosho Valley. I propose to use the troops at Fort Scott and Riley to check it.

There are some four regiments of rebel cavalry of Shelby's command wintering on Crowley's Ridge, north of the Arkansas River, this is the only organized force north of Arkansas river."

General Pope informed me that there was a good deal of friction at New Orleans in relation to the command of the 2 corps there; that General Canby desired to place W. F. Smith and Gordon Granger in command and Pope said he thought General Grant was inclined to send me down there. I note in the War Records that General Grant on February 20th sent this dispatch to General Halleck:

City Point, Va., Feb. 20, 1865.

Major-General Halleck:
 Washington.

It will not do for Canby to risk W. F. Smith with any military command whatever. The moment Canby should differ with him in judgment as to what is to be done, and he would be obliged to differ or yield to him entirely, he would get no further service out of him, but on the contrary, he would be a clog. Let Smith continue on the same duty he has been detailed for.

U. S. Grant,
 Lieutenant-General.

On February 28th, General Halleck sent the following to General Canby:-

Hdqrs. Army,
 Washington, Feb. 28, 1865.

Major-General Canby,
 New Orleans.

My dear General:- Your private letter of the 13th is just received. Both Grant and Thomas asked that A. J. Smith be given an army corps before he left Tennessee. His appointment was, therefore, a foregone conclusion, but the Secretary left the organization of the troops to you. I think Smith deserved it, and that you will find him all you

can desire in the field. I also think highly of both Steele and Granger but General Grant found much fault with the latter in the West and does not deem him competent for a large command. I know nothing of the cause of his want of confidence in Granger, but he said to me very emphatically, "Tell Canby not to give Granger any large command, for if he does he is certain to fail." He used nearly the same language in regard to General Hurlbut. With regard to W. F. Smith, he refused your application on the ground that "Baldy" would either command you or thwart all your operations. I don't think General Grant's judgment of men by any means infallible, but he has had considerable experience with all three of these officers. Banks is still lounging round Congress and the White House, very bitter, I understand, on you and me. I think he and Butler are about played out. I hope your expedition will be off before this reaches you, for General Grant is very impatient at delays and too ponderous preparations. He says that nearly all our generals are too late in starting and carry too much with them. Sherman's army is certainly using its legs to great advantage. There are various rumors of cabinet changes, but I do not think that Mr. Stanton will leave the War Department at least not for the present."

On General Grant recommended that Canby be relieved and that he proposed to send, as soon as he could spare him, General Sheridan to that command.

On March 6th, I received the following letter from Mrs. Jackson of Pulaski, giving the condition of the country after Hood's army had passed through there:

"For a long while I have intended to burden you with a letter, but so seldom am I alone that this rainy stormy day affords the only opportunity I have had, and I readily avail myself of the pleasure.

To say that we miss you would be ambiguous, but of a truth General I can safely say we have had no commander during the war, that managed the people so well, and made that distinction between loyal and disloyal that should always be made, and in such a manner that the rebels would feel as well as see it. I speak of the genuine loyal, not the "iron-clads" for I know many hundreds that have taken the oath to save property or to make money in some shape, that have no respect for our government or any of its agents; and were it not for the bond, would not have any conscientious scruples in violating it. Yet the President has promised protection to all who take it, and the officers of our government afford that protection. I would like to see persons who take the oath show their "faith by their works" or remain entirely passive.

While Hood held the country, I saw many disgusting things. Men who had lived under the protection of our flag, the dear old "Stars and Stripes" and enjoyed every privilege were those who cursed the loudest and longest. I closed our doors and tried not to hear the D--'s heaped upon my absent friends--but not, soon fifteen rebels, soldiers came up, three stood on the steps with pistols drawn, in a yard of my head, with this language (pardon me for repeating it) ""D--d Lincolnite are you?" "Used to carry news to that old s-n- of ----d entertained him in your house, that gave orders for people to send colored children to school/" "Lincolnite are you? why didn't you go with the Yanks" but as you didn't go we have come for that D--d old Lincolnite that lives here, your husband and will have him dead or alive." "We will take him to our Colonel and let him teach him how traitors should wear cravate." All this was said with fury to me standing in the back door with three revolvers drawn on me. I thought my time had come to die, and I intended to die true to my country. I told them I was for the Union, and unconditionally, living on dead, I wanted the "Stars and Stripes to float over me, and not the piratical rag that then disgraced my country, and the men who fought under it. One of them was a Lt. He

threw his hand up to strike me, as I thought, quick as lightning, I drew a pistol from my pocket already cocked, remarking, the instant you touch me sir, I will kille you; just at this critical moment, an officer, Capt Narwood, whom I had known in former years, and my husband had befreinded him when he difficulties, came attraced by the noise, and saved us I suppose from being murdered. That occurred as the army went up. But when the retreat commenedd, O but we suffered. The Ballentine family who were always proving their loyalty to you by sending papers up by Wilcox, sent a Captain with fifteen wounded, and impressed two rooms of our house for a hospital, and a good many persons declared their intention of having us sent out of the lines. If they had held the country, I should have prayed to have been sent, even if we had sacrificed everything we possessed on earth. They had our factory on fire three times, stole everything out of it, mashed in the doors, and damaged about \$7,000.

Our town is torn to pieces, you would scarcely recognize it. It serves it right as being the strongest secesh county, except one, in the State. The people have sown whirl-wind and must reap.

How are we to pay our debts General? We have no gold nor silver having always faith in the paper of our government, we have never sacrificed it for gold. Since it has been made a legal tender, we have tried to pay Mrs. Margaret Mason, a daughter of Mrs. Ballentine, \$8000 due her as last payment on the factory. She refuses to take it; although dunning my husband repeatedly for pay, when we did not have the means to meet the debt.

We are petitioning the authorities to permit us to buy cotton and start our mills again. We have a good many operatives that are loyal people, poor deserving people, that are entirely dependant upon their own exertions for support, and they have nothing to do now the factory is idle. Mc. Jackson went to Washington, but you know he could not accomplish much. If we should finally get permission to start up, we intend shipping our goods to Cincinnati as fast as made. General if I were not fearful of wearying you, I would speak more at length about matters at this place.

I trust there are no disagreeable effects remaining from your severe wound."

On March 7th, Governor Fletcher had come to the conclusion that he could take charge of the State through the Civil officers and he issued the following proclamation:

State of Missouri, Executive Dept.

City of Jefferson, Mch. 7, 1865.

"Whereas there no longer exists within the State of Missouri any organized force of the enemies of the Government of the United States, recognized as entitled to the usages of war among civilized nations; and

Whereas the supremacy of the civil law is the desire of all good citizens and its protection to those who obey, and its infliction of known and just punishments on those who violate it, are the ends for which governments are established, and the restoration of its power is the sole purpose of the armed forces of the United States and the State of Missouri:

Now, therefore, I, Thomas C. Fletcher, governor of the State of Missouri and commander-in-chief of the Missouri Militia, desiring to give to every citizen an opportunity of uniting with the civil authorities for the restoration of peace and order on the basis of the administration of justice, as embodied in the civil law, before the commencement of active operations by the military force now being organized to effect the common object, do invite all men who have not made themselves infamous by crime to unite together for the support of the authority of the officers and laws, and to make common cause against whomsoever shall persist in making, aiding, or encouraging any description of lawlessness; and I do hereby request the

judges and justices of the peace within the State of Missouri to hold regular terms of their courts and to exercise all the authority vested by law for the protection of the lives and property of the people and the preservation of the peace of the state, and to these ends not only to exercise the authority conferred upon them by the laws of the State, but also, when necessary, to use the power given them under the national statutes to arrest and bind to keep the peace or for trial or committ to jail, as the circumstances may require all defenders against the criminal laws of the United States for appearance before and trial in the U. S. courts; and all judicial and ministerial officers of the law are requested to apply to the nearest military district or post commanders for such escort, guard or military force as may be necessary to enable them to effect these objects.

In testimony whereof I have hereto set my hand and caused to be affixed the great seal of the State of Missouri.

Done at the city of Jefferson this 7th day of March, A.D. 1865, of the Independence of the United States the eighty-ninth, and of the State of Missouri the fortyfifth.

Thomas C. Fletcher.

This virtually settled our troubles in Missouri. Now and then a guerrilla band annoyed us to some extent but nothing but what the State Militia could take care of.

On March 8th, I sent another report to General Pope as to the troops in the south as follows:-

Hd. Qrs. Dept. of the Missouri,
St. Louis, Mo. March 8, 1865.

Capt. J. McC Bell.

Asst. Adjt-Gen. Military Div. of the Mo.
Captain: The following information derived from reports of scouts and from Lt. Col. Hayes, Twelfth Kansas Infantry, who has been a prisoner of war at Camden, Shreveport, Magnolia and other points in southwest since April last on parole, is submitted for the information of the Major General commanding the Military division of the Missouri. Two weeks ago the enemy's forces were holding a line from Washington to Camden, thence down the Washita to near Alexandria, thence south. Their forces were posted as follows. At Alexandria, Buckner with his division; at Grand Ecore, a small force at work on intrenchments; at Minden, twenty-five miles east of Shreveport, Churchill's division 9000 strong; Marmaduke's old division, Cabell's and Slemmons' brigades watching the Washita; Shelby's division in northwest Texas, headquarters at Clarksville; Walker's division, now commanded by Forney, at Shreveport, where Kirby Smith's headquarters are. Magruder commands at Arkansas. He has a small force posted at Washington and at Camden (now said to be withdrawn) also a force at Boggy Depot. At Shreveport there are two iron-clads and on the red River fifteen transports. Their troops, except the old Missouri veterans, are poorly armed, badly equipped, and in a very poor state of discipline. All guerrillas and conscripts taken out by Price were dismounted, and placed in the infantry. Many are deserting and most of the guerrilla bands are working back into Missouri. The troops fear a campaign against them this spring, either up the Red River or by way of Arkansas, and most of the troops are so disposed as to meet such an advance.

Price's raid is considered a disaster, and there is no talk now of another, except in case no campaign is made by us against them. They look for a movement against them and hold that they can concentrate 40,000 men against us, but admit that if one is made in force they will have to fall back into Texas. There is no doubt that a large number of guerrillas and conscripts are preparing to come back into Missouri so soon as leaves come, and that they believe Canby or Reynolds are about making another campaign against them. Orders from Richmond have reached there to transfer those troops to the east side of the Mississippi river. Many of the officers are in favor of it, but the soldiers, especially those from Texas, Louisiana and Arkansas will not go. Officers admit that to do it they will have to break up into small parties and they believe if they do this is they

will never be able to get the men together again. It is certain that the Missouri troops are the nucleus around which the army is held and is the element that holds it together. Many circumstances are related clearly proving this fact. When Walker tried to cross the Mississippi his troops mutinied. A rebel captain was ordered shot for being a leader in it and he had to be executed by Missouri soldiers, as none others would do it. No efforts had been made two weeks ago to cross any troops to east side of the Mississippi. Colonel Hayes thinks when they ascertain that no campaign is being made against them, they will make an effort to do this: but it will fail and they will, in the attempt, lose a large number of men from desertion, and to satisfy the Missouri troops a campaign will be made against the posts in upper Arkansas and Kansas. All able-bodied negroes were being forcibly collected in camps, but as yet none had been organized and armed as soldiers.

I am, Captain, very respectfully your obedient servant,

G. M. Dodge,

Major-General.

The question of taking care of the refugees still continued to be a very costly one to the Government. Mr. James B. *Cads*. ^{St.} Louis, who was taking some interest in it, called upon me. He was opposed to any further assessments and I agreed with him, providing we could raise the money any other way. I pointed out to him that these refugees were on my hands and by order of the War Department I had to raise the funds outside of the War Department to take care of them and he proposed that the bankers of St. Louis should raise \$10,000 for that purpose if it met my approval. I immediately accepted the proposition and stopped all further assessments.

On March 29th, I received the following letter from General Fuller at Golsdborough giving the progress of Sherman's campaign:

"I was much disappointed that I missed seeing you when I went to Louisville in November and again in January. I would have gone to St. Louis had time permitted, but I had to hurry back first to be in time for the Georgia campaign and next for that through South Carolina. The trip through Georgia was a pleasant march with but little fighting. Through S.C. we saw hard times, no great battle, but what with the infernal swamps and the continual skirmishing, it was no holiday.

At River's Bridge, on the Saltkatchie, at Cheraw and at Bentonsville, my command was somewhat conspicuous. At the latter place, the 64th Ill. went within 200 yards of Joe Johnson's headquarters, compelling Joe to jump on an orderly's horse and ride for his life. The surprise was mutual. We did not know Joe was there, and he didn't expect us; and the fact is we both got out in time to save our bacon. If the rebels had been prompt in their movements, they could have taken in the small force (1500 or 1600 men) which was reconnoitering at least a mile from the nearest end of our army. Nobody but Gen. Mower would have ordered such a movement, but we got out of it luckily, owing to the utter amazement of the rebels.

I suppose a campaign looking for the possession of Richmond will open soon. The line of the Roanoke I judge will be Sherman's first object point, and if he can succeed in throwing his army between Johnson and Lee, why, it will bring on a devil of a fight, and Lee will have to get out of Richmond. If the war is to continue long, I think Lee will transfer his army to Montgomery, holding Augusta if he can also. Of course this will involve to him the loss of a great deal of material, but I think his chance for a long pull better in middle Ga. and Ala. than where he is. But we shall soon see. Johnson's army is estimated at about 40,000 less than half the force Sherman will have.

I should enjoy sitting down to give you orally some account of

our recent experience. At Columbia I could hardly help swearing at the manner in which our boys "rubbed it in" to the chivalry. Three fourths of the entire city was licked up by the fire. Hundreds of families including thousands of women and children were gathered together in groups in the park, and on the vacant lots, sitting upon the few bed clothes and the little furniture saved, presenting the most disconsolate picture you ever beheld. As one lady said, "This is perfectly terrific." Sherman told them, "I didn't burn your town; you very injudiciously dealt out whiskey to my soldiers, and the result is a ----- big fire. But in any event you should not whine. The country has been in a blaze for the past three years, you applied the torch and you must not whine when the flames at last reach Columbia."

One simpering Miss Nancy requested from our officers a special guard, assuring him that in complying he would be protecting "some of the purest blood of South Carolina." The devil I would," said the Captain- "What color is it then, white black or yellow?" This illustrates fairly the reverence felt for the pure aristocracy. In short, it is my private opinion that Souther Carolina, as the boys say, "got a belly full", and if common reports be true, nine tenths of the women smiled so sweetly on our boys that it is believed they have a little Yankee in them!

I should be very glad to hear from you when you can find time to write. We recollect you, General, with a great deal of satisfaction, and should be glad to serve under you again. I have been hoping that some order would come along, which would have transferred me to your Department before now."

On March 31st, I received the following letter from General Oglesby:-

Springfield, March 31, 1865.

"Lt. Jonas was promoted to rank of Captain Feb. 23, 1865, and his commission as such sent to his regiment now with Sherman, not knowing at the time that he was with you at St. Louis.

I have directed the Adjt. Gen. to send him a duplicate to your care at St. Louis, Mo. But for this he might have been mustered a month ago.

Do you not think the times are looking better? Is not the war near its end, and will not our troubles soon be over? God grant all these good things; I am truly glad we both are in a fair way to live to the end of it.

I am thinking some of going to see Genls. Grant and Sherman in a short time, won't you come up and go along with us? I would like to bear your staff during the trip, I will be absent say three weeks, have been thinking of running down to New Orleans this spring and should I conclude to do so will likely go through St. Louis and your headquarters, in which event I shall be after a very long pass.

Have you confidence in the rebel forces; you or Gen. Pope are huddling up to send out on the plains this spring--have not been thinking much of them.

I will be pleased, General, to hear from you at any time or to see you at any time. I prohibited your passing through this state without coming through Springfield and my house, upon this condition you are at liberty to pass, and I will order a safe guard against Missouri bushwhackers."

On March 31st, I ~~met~~ Phillip Hensen, the scout who had been inside the enemy's line for so long and whom I had made some great efforts to release, came to my office in St. Louis. He was so emaciated that I did not recognize him. After hearing his story, I asked him to put it in writing and I submit it herewith:

"In accordance with your instructions, I herewith submit the following report of what occurred to me since I left your headquarters in Mississippi on secret service in the spring of 1864.

While at Tupelo, Miss., where the rebel General Forrest then had his headquarters, I was told by two confederate officers that Forrest wanted to see me. So I went to headquarters, when the Adjutant General put me under arrest on the charge of being a federal spy. They kept me there for half an hour and then sent me under guard to Meridian Miss. to Gen. Lee's headquarters. I reached that place next evening. Gen. Lee was on horseback in the street, and the guard went to him and said they had a prisoner for him, sent by Gen. Forrest. Gen. Lee then turned to me and asked where he had seen me before. I told him at Tuscaloosa, Ala. (He had released me there on the first of April). He told the guards to carry me to his Provost Marshal, which was done, and I was afterwards taken to prison. This was a little frame building without a floor or boards across the sleepers. I got some boards to lay on. There were some three or four other prisoners there and they were chained to posts with log chains. I remained there for two days, when I was sent for by General Lee's Inspector-General. He examined my papers, and questioned me about a great many things- in regard to my position- how I came to get into such graces with the federals &c. I told him my position- how I was operating. I was working for both the confederates and federals. I had papers from Gens. Ruggles, Goldstone and Ferguson and from Lieut. Gen. Polk. I brought valuable information to those head quarters, and gave perfect satisfaction at all times. The Inspector General wanted to know how much salary I was receiving from the federal General. I told him I could not say that I had received scarcely any, but I thought from four to seven hundred dollars. He asked "That was all in gold, was it not?" I said, "No, all in green-backs."

He ordered me back to the guard house. The next day I was sent to Demopolis by a guard. On our arrival we reported to the Provost Marshal, who sent me to Maj. Collins, of Polk's Staff. He sent me to prison at once. That prison was a tolerably decent one. They would not allow me to have any communication with any body, by letter or otherwise, in any shape, and I could not even send word to my wife.

I was placed in solitary confinement, and even the guard was not allowed to speak to me. I was kept there two weeks, and then put me in irons and sent me to Mobile, where I arrived on the sixth of June, where my irons were taken off by the order of the Provost Marshal at Demopolis. I was kept in the Provost Marshal's guard house about a month, when I was put in what they call the "Camp of correction." It is a place covering with the enclosure, two acres of ground. The building is one story high, brick, and was formerly used as a cotton factory owned by an Englishman and called "Hitchcock's Press." They put a 64-pound ball on the right leg and a log-chain 15 to 20 feet long, with one end built in the wall fastened to my left leg. The cell was about eighty feet by ten, without windows or places to admit the air or light, was kept securely locked, and in almost perfect darkness even at mid-day. I could move about over a space of some six feet in all, as the ball was too heavy to be moved. My food was insufficient to live on comfortably, and I was allowed but two meals a day. For breakfast at seven o'clock they gave me a quarter of a slice of an ordinary baker's loaf, as thick as the hand, and a small piece of bacon. This was sometimes varied by my getting a fish a little larger than a sardine in place of the small piece of bacon. My next meal was supper, at four P. M., for which I was allowed a piece of bread like that for breakfast, and a half pint of rice boiled in water. If I ever got anything in addition I bought it and for this purpose I was allowed \$10 a week of the confederate money, taken from me when I was put in prison.

On the 4th of July, charges were preferred against me by Maj. J. C. Dennie, Provost Marshal General for Gen. Polk. I was charged with being a federal spy; being a traitor; having a confederate conscripting officer captured; buying cotton for the Yankees; and for investing from \$175,000 to \$200,000 in confederate money in lands for the federal General Dodge. They were read against me on the first day of my

my trial. I was allowed to have counsel and I employed two lawyers. They caused my trial to be put off to get witnesses and proof.

Between that and the last of August three witnesses were brought up for the confederate Government to establish those charges. I remained locked up in the dark cell, in irons, until the 8th of September, when they hand-cuffed and sent me to Meridian Miss. My lawyers told me that the confederate commissioners told them that Gen. Forrest had come to the conclusion that I would be released if I remained in Mobile, so he ordered me to be sent to Meridian, Miss. I was taken there under a heavy guard, who had orders to carry me there dead or alive. I expected Forrest would hang me when I got there, so I watched my chances to get away. On the cars I broke the hand-cuffs off, but a man who was sitting opposite discovered me and informed the guards. I told them it was done accidentally - that I was tired of sitting in one position so long, and that as I stretched my arms the chain broke. The guard appeared to believe my statement, but they fastened my arms behind me with a rope, afterwards taking it off; however, at my request, as it was too painful, and the broken hand-cuffs were put back on me. I then went quietly along till I got to Meridian. The guard watched me very closely. At Meridian the hand-cuffs were taken off of me and I was shackled with a big iron ring on each leg, and four links of a long-chain between them. I wore them from the 8th of September until the 27th of December, when I was released by Gen. Taylor, who was in command of that Department. as soon as Forrest found it out he ordered me re-arrested and confined and I was put back in the stockade. This stockade had in it four log cabins, about 12 ft. square each. I occupied one of them. I was fed with a pint of meal a day, a quarter of a pound of bacon, or a pound of beef. That is all we were allowed. After molasses came in, we were allowed a gill a day, but we were not allowed to buy anything of the citizens only by an order of the Provost Marshal, which was very seldom granted. I was confined here till the 20th of February, 1865.

On that day, they started me east under guard, with a lot of prisoners, going as conscripts to the Virginia Army. The orders from Gen. Forrest were, that I was a spy, a traitor, and the most dangerous man in the confederacy - that I was to be held in close confinement during the war under strict guard. The officer in charge told me I was going to Richmond. I traveled about 75 or 80 miles on the Meridian and Selma railroad, and when the train was wooding and watering at a tank, I stepped off the car, walked back about a hundred yards, from the cars and laid down in some grass and leaves in a ditch, where I remained until the cars started and then I got up and made for Marion, Ala. I walked 15 miles on the railroad that night to the house of a friend of mine, Mr. Turnlow, Hamburg, Perry Co., Ala. He was a Union man and he treated me like a father. I stayed there four days, I think. My walk of 15 miles used me up - my feet, unused to travel, were skinned. Mr. Turnlow's nephew, who belonged to the Army of Virginia, was at home, wounded. They were so satisfied that he was not fit for service that they placed him on the retired list, and he had papers to that effect. He gave me a paper from the rebel War Department, which I could use where I was not known. It was an order directing him to report to an officer at Marion for Special Service. I then prepared to report to an officer at Marion for Special Service. I then prepared, with the assistance of young Turnlow's papers, to show where I was known. Capt. Rogers, of the Confederate army, gave me a paper by the aid of which I made out a furlough from Gen. Taylor for myself. Capt. Rogers, who is a Union man at heart, knew all about me. He has a brother in Memphis, who is a member of the Legislature of Mississippi. I made out an order allowing me to visit Blunt, Marshall and St. Clair counties, Ala., and signed it with the name of Col. Boone, Comg. at Marion. This order purported that I was on Special service, and it took me to North Alabama. I lay sick at my sister's twenty days with rheumatism. Roddy's men were in that section, and the rumor had gained among them that I was at Gen. Roddy's headquarters, ironed down to be hung. I was too sick to travel, and

so I got my nephew to carry me within a mile and a half of the Tennessee, where I expected to strike the gun-boats. My nephew is a rebel soldier himself and belongs to Roddy's command. My first attempt failed, but the second time I attempted it, I made the gun-boat "General Thomas." They took me aboard at once. Capt. Martin was in command. He asked me where I wanted to go to. I told him to General Dodge's headquarters. He did not know where Gen. Dodge was. He asked me what I wanted to go there for. I said I was acquainted with him, and wanted to get there for further instructions. This was the 23d of March. Then he took me into his private room and asked me to make some statements. I told him about my capture and confinement and he took care of me and used me well. My cousin was the pilot. They brought me up to Bridgeport. The place where I struck the federal lines is called Lost Landing, on the Tennessee River. On the 24th of March, I was turned over to Capt. Forrest, who has command of all the gunboats on the Tennessee river, and by him delivered to the Provost Marshal at Bridgeport, Lieut. Christy. He sent me to Chattanooga where I was turned over to the Provost Marshal, who forwarded me to Gen. Thomas' headquarters at Nashville. At Nashville Maj. Hoffman, A.A.G. gave me papers and instructions to report to St. Louis to Gen. Dodge. I came right through then, on the steamer "John H. Baldwin."

The Department of Mississippi embracing the states of Mississippi, Alabama and East Louisiana is under the command of Gen. Forrest, headquarters at Jackson, Miss. Forrest has not more than 10,000 men, to the best of my knowledge and information. Gen. Buford commands in the field.

Taken and sworn to before me, this 31st day of March, A.D. 1865,
William Thorpe, Notary Public, St. Louis County Missouri."

After Hensen was captured, his wife came to me and I furnished the money for the purpose of employing Benjamin Davis, ~~cousin~~ of President Davis of the Confederacy to defend him. Hensen not only acted as a spy for me but also for General Polk while he lived. Gen. Forrest had evidence, I don't know exactly what it was that convinced him that Hensen was my spy and was playing false to Polk and was determined to hang him. I was perfectly willing that Hensen should act as a spy to Polk because I knew the enemy had full knowledge of everything within our lines, we being in the enemy's country, but the information he brought to us was always so truthful that I placed implicit confidence in him. As he tells his story, it shows that while Davis did not believe that he could successfully defend him in Mobile, he got a change of venue to Selma and during his movement from Mobile to Meridian and thence to Selma through the operations of our own people and his, he was enabled to escape. When he left me, I gave him the following letter to Major General Thomas, Hensen being determined to punish the men who had given him most of his trouble:

St. Louis, March 31, 1865.

"This will be handed you by Phillip Henson, who will state his business, and I solicit for him such aid as can consistently give him.

I can vouch for Mr. Henson; he was probably one of the best, if not the very best man we ever had in our employ, and the information given us by him in all our campaigns was of incalculable benefit to us, and deserves our assistance. I have no hesitation in endorsing him fully. Implicit confidence can be placed in him. The men Cossett and Peunell at Corinth, who endeavored falsely and traitorously to swear away his life should be brought to punishment for it."

On March 20th, General Grant recommended that Arkansas should be merged into the same command as Missouri and Kansas, holding that any defense of those two states must be made on the border of Kansas and this was also in preparation of the movements he proposed to make later on in the south. On March 21st, General Grant wrote the following to General Pope giving the preliminary campaign that was to be made into Arkansas and Texas:

City Point, Va., March 21, 1865.

Maj. Gen. J. Pope,
Commanding Mil. Div. of the Mo.

Now that Arkansas has been added to your command, I think you will be able to concentrate force enough to take the offensive against Price where he is, or at least meet him before he makes any progress northward. I have not given the matter sufficient study to say how this should be done, but leave the details for you. I presume the great difficulty you will labor under will be getting your supplies in season to take the offensive. I have directed that all new organizations being raised in Iowa, Nebraska, Minnesota, and Wisconsin be ordered to report to you. This will give you some additional force, but I am unable to say how much. Among the new troops thus added to your command there will undoubtedly be many veteran soldiers. But it can hardly be expected that they will equal for the field those now in service. I would suggest, therefore, putting these new troops in garrison as far as possible, and relieving the older troops for the front. Your present Missouri force I presume you will want to keep where they are. If you can break up Price where he is you may find it practicable to make a campaign in Northwest Texas, subsisting entirely off the country. If you can do so, it is highly desirable. It would let out thousands of negroes who would go into our army, and many white people who are held in that country against their consent. I do not know the number of men Canby may have taken from Reynolds recently, and cannot therefore tell exactly what force will be found in Arkansas to operate with. But there has been left what was deemed sufficient to hold the line of the Arkansas against all the enemy who are supposed to have to bring against it. For an advance, therefore, or to follow the enemy if he should advance, you must be able to raise quite an army from that quarter. Movements now in progress may end in such results within a few weeks so as to enable me to send you forces enough for any campaign you may want to make, even to the overrunning of the whole of Texas. If so, and you want them, they will be promptly sent. Write me as soon as you can the movable force about you can have, with your present resources, and what you propose; also what you would propose doing if, say, 25,000 additional troops could be added.

U. S. Grant,
Lieutenant-General

During the months of December, January, February and March, the engagements of the troops in Missouri with the bushwhackers were almost daily. There were over 100 conflicts, with more or less killed and wounded and captured. Under the order #7 the States commenced getting quiet, as soon as the rebel families began to leave and as soon as we convinced the citizens that they were responsible for the acts of these guerrillas. A large number of the citizens went north; some on to the plains and settled in Idaho and Montana. Years after, when I was building the Union Pacific Railroad, many of them took part in that work and I remember that some time during the 80's, as I was going through to Portland, Oregon I stopped opposite Boise ^{Idaho} to look at a proposition of the Union Pacific of irrigating a portion of that country. My car was standing on the side track opposite the station. While I was away one day a committee of citizens who had left Missouri under order #7 loaded the back of my car with fruit. They said there was a time when, if they could have gotten me in their country, they would have hung me but they came now to thank me for the great favor I had shown them in forcing them to settle in the Boise Valley, where they had become well off and had fine fruit farms, etc. so what they considered a great grievance at the time, was really a great benefit to them.

During the time I was in command of Missouri, I advised a great many of these settlers who could not live peaceably at home, both union and rebel, to go on to the plains, and many of them followed that advice.

Court Marshals and Commissions were continually in session in the Department trying citizens and guerrillas, bushwhackers, robbers, etc. and a great many of them were sentenced to be hung and were executed. It was my great desire to be relieved of all such work and I was greatly pleased when the State fell fully under the Civil Law and the military were virtually relieved from any further civil duties.

On March 23rd, there came a terrible snow storm on the plains; the worst of the season. There was over two feet of snow on the level

and on the same day our barns and hay station at Ft. Kearney were burned. The barracks were saved.

I sent Major North with his two companies of Pawnee from the Pawnee village on Beaver Creek Northwest to Powder River for the purpose of attacking the Indian villages and forcing the Indian bands on the South Platte north to defend their villages. Major North followed up the Loup Fork and was near the point of the Black Hills, somewhere near Rawhide Creek, when this storm came and it was with great difficulty that he saved his command, craftsmen as the Indians were. To save his horses he had to abandon his trip north and finally lost one-half of them and had to Chache his packs, but saved all of his officers and enlisted men except that many of them were partially frozen. This storm has been known as the worst ever experienced at that season of the year. After the storm, the thermometer dropped to between 20 and 30 degrees below zero.

On March 29th, I sent the following instructions to General Connor:-

St. Louis, March 29, 1865.

"The "District of the Plains" was formed so as to put under your control the entire northern overland route, and to render effective the troops along it. With the force at your disposal you can make vigorous attacks upon the Indians, and punish them so that they will be forced to keep the peace; they should be kept away from our lines of travel and made to stand on the defensive. Sufficient infantry to hold most of the posts will be sent you from the regiments raised from confederate prisoners in our hands for service on the plains. They are officered by our own men. Depots should be designated where we can put in one years supplies. These depots should be well fortified. An engineer from these headquarters is now out examining them. I think these depots should be at Fort Kearney, Cottonwood, Julesburg, Ft. Laramie, Ft. Halleck, Valley Station, or some point between Julesburg and Denver, Denver Ft. Lyon and Utah. As it is each station is a partial depot, whereas with a few depots where other posts can draw from, we can put proper staff officers at them, and have our stores properly taken care of and protected.

The overland mail and telegraph must be protected at all hazards and no excuse be given or allowed for stopping the mails.

Order 41 from these headquarters prescribe manner of organizing trains &c. and you must see that no interference with emigrant or private trains is allowed. The troops that have been laying at the different posts, should as soon as possible be relieved, and put in the fields; I hear many complaints of them.

Bvt. Brig. Gen. Ford leaves Fort Larned in a few days with men to operate against the Indians at the Cimarrone. The force Lyon will give him any aid he may require. They will also coo^o with Gen. Carleton's troops, who are holding two routes from viz. One to Lyon and one to old Fort Atchison on the Arkansas

you are on the ground and are therefore the best judge will be the best use of your toopr, their disposition at pos

You are a stranger to me, but I have p aced you in cor liweiving you you will bend all your energies to the common and infuse life, discipline and effectiveness into the force you and give the Indians no rest.

You will report by letter semi-monthly your operatio

telegraph me at all times anything you may have of sufficient importance.

Contracts or purchases made except by my order or the order of the Chief Quartermaster of the Department, met with trouble in being audited and paid, in fact they are unauthorized, and should be made only in most urgent cases and to answer a present emergency, and where you cannot confer with Col. Potter or myself, by letter or telegraph."

On April 4th, I return to St. Louis and received a visit from Admiral Lee, who commanded the United States navy fleet on the Mississippi River. I returned his call on board his flag-ship and salutes were fired. I had a long consultation with Admiral Lee ^{Steam} in relation to the destroying of boats on the river through bombs manufacturered to look like cakes of coal. We started an investigation to try to detect the parties. Col. J. H. Baker, my Provost Marshal, had, through his detectives gotten on to a line of smugglers from St. Louis who were in the habit of sending the supplies to Memphis to parties there and then they were sent through the line to a burying ground that was outside the city limits and they were put in ^{as a funeral} coffins and passed out to this burying ground through our pickets ^{with the enemy re-excavating the grave} out examination. We detected this and notified the St. Louis and Memphis parties. As far as we could learn, this had been going on for five or six months. He also run into another line of operators there who had invented an air gun for the purpose of shooting the prominent Generals and people in the service. I had had a private letter from the War Department telling me that there was a conspiracy and men had been appointed to shoot ^{prominent} Generals and for us to be very careful and not to go out unless we were guarded but I knew if a person wanted to shoot men, it would be impossible for me to stop it even if I was guarded and therefore I paid no attention to it. I was living at the Lyndell Hotel at this time and one afternoon I took my family out to drive. It was just about dusk when I left the family to go to the head quarters for some purpose. I was sitting on the front seat with the driver, a colored boy, and between the Lyndell hotel and my head-quarters, I heard a shot and the driver fell on my shoulder. I discovered that he was shot. I did not stop but drove directly to the head quarters. The matter was kept very quiet with a view of detecting the parties. I suppose this shot was intended for me. This put us on our guard again and we were very active in following

The night and getting the planed

our line of investigation up and we detected and arrested, after ^{in some way} Presidnet Lincoln's death, parties supposed to be connected with that ~~event~~. They were sent to Washington at the time of the trial. Col. J. H. Baker made a report on April 25, 1865 in relation to these matters, which will be found in the Records of the War of the Rebellion, Vol. 48, Part II. Series I. Page 194 and 196. In this report Col. Baker gives the names of a great many of the men engaged in the burning of steamboats, ^{and smuggling} and says that over seventy steam-boats owned in St. Louis, had been destroyed by fire alone and of this number only nine had been fired by rebels in arms.

On April 5th, I received an order from the War Department to organize an engineering regiment in my department. The order was soon after countermanded on account of the surrender of Lee. On April 3rd, we received orders to fire a national salute in honor of the capture of Petersburg and Richmond by General Grant.

On April 10th, I received the following dispatch from the Secretary of War:

"Dispatch just received from General Grant's Adjutant General at City Point announces the triumphant success of our arms after three days hard fighting, during which the force on both sides exhibited unparalleled valor."

On the same date I also received a dispatch from General Grant's headquarters that "General Sheridan commanding Cavalry and Infantry has carried everything before him. He captured three brigades of infantry, a wagon train and several batteries of artillery. The prisoners captured will amount to several thousand."

On April 10th, I received a n order from the Secretary of War to fire a salute of 200 guns at each post and arsenal at mid-day in commemoration of the surrender of General Lee and the Army of Northern Virginia to Lt. Gen. Grant. When the order was received by Governor Thomas C. Fletcher, he answered, "We have nothing to fire with; nothing in the capital of the State to sound forth the joyful news." The following is the order received by me:

War Department 9 P. M. By Telegraph from Washington, D.C. April 9th, 1865. To Major General Dodge.

The Department has just received official reports of the surrender this day of General Lee and his army to Lieut. General Grant, on the terms proposed by Gen. Grant. Details will be given as soon as possible. E. M. Stanton, Secy. of War.

Headquarters Army of U. S. April 9th, 1865, P. M.

To Hon. E. M. Stanton, Sec. of War.

General Lee surrendered the Army of Northern Virginia upon terms proposed by myself. The commpanying and the additional cor-

respondence will show the conditions fully. U. S. Grant, Lieut. Gen.

War Department. By telegraph from Washington, D. C.

April 19th, 1865.

To Lieut Gen. Grant. Thanks be to Almighty God for the great victory with which he has this day crowned you and the gallant army under your command. The thanks of this Department and of the Government and of the people of the United States, their reverence and honor have been deserved and will be given to you and the brave and gallant officers and soldiers of your command for all time.

E. M. Stanton, Sec. of War.

War Department, Washington, D. C. April 9t, 1865, 9 P. M.

Ordered that a salute of 200 hundred guns be fired at the Hd. Qrs. of every army and Department, and at every post and Arsenal in the U. S. and at the military academy at West Point, on the day of receipt of this order, in commemoration of the surrender of Gen. Lee and the Army of Northern Va. to Lieut. General Grant, and the army under his command. Report on receipt and execution of this order to be made to the Adjt. Gen. of the Army. E. M. Stanton, Sec. of War.

On April 10th, I received the following letter from Col.

Noyes of Cincinnati:

"An apology is due for my not answering your very kind letter, long before this. I received a note from Maj. Tichenor, enclosing extract from your official report of Georgia operations, and some time afterward your very complimentary communication. It was just in time for our City convention, and did me good service in stopping the mouth of an infamous and unscrupulous slanderer.

In the Convention, I received the nomination for city solicitor, by acclamation and a few days ago was elected by a majority of over seven thousand in a vote of less than seventeen thousand. So I am comfortably fixed for the next two years in any event.

I thank you very much for the exceedingly kind and commendary sentiments you were pleased to express in my behalf. It is really a great consolation for the loss of my limb in battle, that I had the approbation of my commanding General. Acknowledgement would have been made on receipt of your letter, had you remained in St. Louis but the newspapers announced that you had headquarters in Kansas, in the northwest, so I waited to know definitely. Another note from Maj. Tichenor, however, informed me that I could reach you by directing to St. Louis. I answered the Major immediately.

What glorious intelligence reaches us from the East. The last great Army of the Confederacy has been whipped and captured, and the rebellion is tottering to its fall. There is every reason to hope that peace and prosperity will soon return to our distracted country again, thanks to the able Generals and brave soldiers, who have fought and suffered for the common good. It is pleasant to believe that when the integrity of the country is reestablished, and honor of our flag vindicated, a grateful nation will not forget its defenders.

I congratulate you upon the distinguished success which has crowned your efforts during this war. You may be sure that all you have done is recognized and appreciated by many thousands of people in the north, whom you have never seen, and may never meet. They only wait an opportunity to express their admiration and regard. For myself, I hope I may sometime be able to make proper return for all your kindness to me.

Swayne of the 43d Ohio (now Brig. General) is in Columbus with his right leg off above the knee. I saw him three days ago, and found him in good health and spirits. He is rapidly recovering.

I am well, and am regaining my strength and vivacity. Hope soon to be able to run about on two feet again.

May I not hope to see you at my own house (on Mt. Auburn in Cincinnati) before many months? I should be delighted to have you visit me."

Not On April 15th, at midnight, I was awakened by a messenger with the message notifying me of the assassination of President Lincoln and Secretary of State, W. H. Seward cautioned me to make preparations for any uprising that might occur on account of the effect of the assassination upon the citizens of Missouri. The fear was that the union people of the State might rise up against those of southern sympathy. I immediately called in to the city of St. Louis, all the forces that were near and stationed them at the different police stations. I issued an order which was placed in the morning papers for all citizens of the State, and especially in St. Louis, to remain at their homes; that no gatherings would be allowed on the streets and that all the ~~business~~ houses would be closed. This order was obeyed and the city of St. Louis was so quiet that it was oppressive. I immediately received from many of the distinguished citizens of southern sympathy, letters showing their great distress at the great calamity. It seemed to effect them more, possibly, than it did the union men and the afternoon press of the city came out with statements from prominent citizens, conveying the same sentiments and if there was any feeling on the part of the Union people, it was dissipated by the action of the rebels and southern sympathizers. They knew what a friend Lincoln had been to them and at the close of the war what a help he would have been in the reconstruction, and they were all fearful of Andrew Johnson.

Not I received word from the War Department to go to Springfield, Illinois with my Staff and part of my command to attend the burial services of President Lincoln. I took my place at the head of the military procession and it was the saddest sight of my life. The streets were lined with thousands and thousands of people, evidently in great sorrow and distress and at every step, we could hear the sobs of the sorrowing crowd and every little while a negro would come out and drop down on his knees and offer a prayer. There was hardly a person who ~~not~~ was not in tears, and when I looked around at my troops, I saw many of them in tears. As we paid the last rites to this great man, the sorrow was universal, for it was one of the greatest calamities of this or any other nation.

The Secretary of War, Edward M. Stanton was in the funeral procession and no grief was keener than his and it was fitting that he as passed the strong heroic soul away, should pronounce its eulogy: "There lies the most perfect ruler of men the world has ever seen." Why t he most perfect ruler the world has ever seen? Because he was the perfect ruler of himself."

Note
Lincoln was a man of keen vision, of almost prophetic ken. He penetrated almost intuitively the thin veneer of patriotism which often covered ~~self~~. He was not deceived by the wretched shams and pretexts behind which men, under the pretense of serving their country, sought upon to see, in all its naked deformity, the utter selfishness of self, and yet, notwithstanding, it all he believed and rightly believed that in the main and on the average the plain people wanted to be, intended to be, and ~~are~~, right.

With his trained reasoning faculties, he reached conclusions which were far in advance of the general thought of the people; hence, in thought, in speech, in the discussion of great fundamental principles, Lincoln was a radical; and yet in administration, in the discharge of executive duties, where he was called upon to act for others, he was a conservative. He said to Greeley, Chase and Stevens and others of like fiery temper and spirit, "You are theoretically right but practically wrong. If I am to lead these people I must not separate myself from them. Whatever my individual thoughts may be, whatever the logical conclusions of my mind, based upon the premises which I admit to be sound and true, nevertheless, I must not separate myself from the people. If I am to lead, I must stay with the procession."

Note
Lincoln embodied in the mind of the people two great issues that were really only one--the preservation of the American Union and the abolition of slavery. At the root of both there lay a moral principle and both appealed with overwhelming force to sentiment. They were so plain, so vividly defined, that no sophistry could obscure them, no shrewd debater reason them away. And so, back of him were the masses of the people, their eyes fixed with pathetic faith and loyalty upon that tall, gaunt, stopping, homely man, who to their minds meant everything

that makes a cause worth dying for.

Lincoln's great ability, his pure administration, his kind but firm hand has disarmed all criticism, and today no one names him but in words of respect and love, and his name the world over, is coupled in the trinity--Washington, Lincoln and Grant, the creators and saviors of the Union.

On April 16th, General Pope received orders from General Grant to make preparations for carrying out the campaign to Texas and I received orders from him to commence arranging to concentrate what forces I had in the State to take part in this campaign. All Department Commanders had received instructions to offer to any of the enemy in his front, the same terms that were given by General Grant to General Lee and on ~~April~~ 24th, I sent Lt. Col. C. W. Davis, Asst. Provost Marshal of my staff and Capt. G~~o~~.E. Ford to Cape Girardeau with a message to Brig. Gen. M. Jeff Thompson and all the confederate forces subject to his orders. They met General Thompson across the Arkansas line and he expressed a willingness to surrender but said that his force was very much scattered. Lt. Col. Davis asked him how and at what point it was best to concentrate and parole them and Gen. Thompson told them he thought if they were notified they would receive rations from the Govt. that more of them would come in than for any other reason. It was agreed that they should be concentrated on May 29th at Witsburg on the St. Francis River and Jacksonport on the White River. This agreement was carried out and a steamboat under Lt. Col. Davis on May 20th, loaded with rations, proceeded to Witsburg and Jacksonport and there met Gen. Thompson and his command of 636 officers and 6,818 enlisted men who were paroled. In the agreement for the surrender of the parole, they were to bring in their arms and their transportation, but were allowed to retain their horses. The arms which they brought in were good for nothing, being old shot guns and muskets, they keeping their good arms. They did not comply with Thompson's orders in any way and he made a speech to them which is celebrated. He told them they were a much larger number of his force than he had ever had together before; that many of them had been laying around the bayous until the moss had grown over their backs. He told them if they could not come in and obey our laws and be satisfied with the generous terms given them, they had better go to Mexico. When Col. Davis asked

Thompson had surrendered to me with some 10,000 men in the spring of 1865. I sent a steamboat to White River, Ark., with provisions to feed his men and Parole them. They had come in without their arms and many of them he had never seen and he made this remarkable speech to them.

"Gentlemen: I have come here to have a little family talk with you as this will be the last time I may ever meet you together. I have come here to tell you the news. Many of you don't know yet that Vicksburg has fallen and many of the don't know that Lee or Johnson has surrendered, but I tell you it is all true. Many of the 8,000 men I now see around me, very many of you, have been skulking for the last three years in the swamps within a few miles of your own homes, skulking duty and during that time have not seen your own children. I see many faces about me, that have not been seen by mortal man for the last three years, and what have you been doing all that time? Why have you been lying in the swamps until the moss has grown six inches long on your backs and such men call themselves "Chivalrous Soldiers." A few weeks ago Gen. Geynolds sent a flag of truce to my headquarters and I sent out to gather up a respectable force to meet those officers and not one of you responded; a few days later when Col. Davis and Capt. Bennett of Gen. Dodge's staff bore dispatches to me from that General, I again attempted to call about me enough of you to make a respectable show, and how many of these brave 8,000 men reported at the call? One sore-eyed man with green goggles. But you rally like brave and gallant men around Uncle Sam's Commissary stores, and I now come to surrender you and hope you will make better citizens than you have soldiers. (Voice from the crowd) "General, talk to us like gentlemen." Now you just dry up until I get through and then you can get up on this barrel and talk. I know there are some gentlemen here, and I know there are more d---d sneaking, cowardly dogs who "have never done nothing on nary side," and I am going to talk to you all.

In the first place, I want to say this to you: The Federal officers who have come here to parole and feed you, have acted as gentlemen in good faith. They have not gone about peeping under your coats to see if you had pistols; they have not spied about your camps to see if you were secreting your arms, but they have treated you as gentlemen; but I tell you that you have not acted in good faith. Those of you who had arms with a very few exceptions, have left them home, and those who had Government horses have failed to report them here. Now let me say to you one and all, those of you who have retained your arms, as soon as you get home take them to the nearest military post and deliver them up, or burn them, or get rid of them in some manner, for as sure as there is a God in heaven, if they are found in your houses, just so sure will your houses be burned to the ground and I hope to God every one of you who keep good arms or property of any kind in your houses will be hanged, and you will too.

Now I want you to go home and work hard and take care of your families, work early and late and get up at night and see if your crops are growing. Above all things, avoid political discussions. If any man says Nigger to you, swear that you never knew nor saw one in your life. We have talked about the niggers for forty years and have been out-talked, we have fought four years for the niggers and have been d---d badly whipped and now it is not "your put." The Yankees have won the nigger and will do what they please with him and you have no say in the matter. If they want him they will take him and if they say that you must keep him you have to do it and no mistake. I tell you that you have no say in the matter, and you ought not to have any. Go home and stay there, don't go any where but to mill, don't go to church for the ministers will put knots and mischief in your heads and get you into trouble. Be good citizens, and then those of you who have been good, honest and brave soldiers have nothing to fear, but I warn those of you who have been nothing but sneaking cowardly jay-hawkers, cut-throats, and thieves, that a just retribution awaits you, and I hope to God that the Federal authorities will hang you wherever and whenever they find you and they will do it sure. Now I want to talk to you Missourians; you are talking about going to your old home to live again. What did every one of you say last fall when you went into Missouri and expected to remain there? Why, that you would make every 'Union man climb a tree' and many threats

of a similar character. Now do you think that those Union men whom you threatened with the halter but a few days ago, if you got the power, are now going to permit you to come and live among them, and have all the rights and privileges they enjoy? Not much. Now the tables are turned, if you go back there, they may make you climb trees and I hope they will, for many of you richly deserve it; (about this juncture a loud murmuring was audible in the crowd and a bystander suggested to the General that they might mob him. "Mob h--l; I don't scare worth a d--n, replied the General).

I want you to go home and be peaceable, quiet citizens, and if marauders and outlaws come among you, do not take the law in your own hands, but if you can do it, arrest them and deliver them over, with such evidence as you can obtain, to the commandant of the nearest military post; by this means you will place the responsibility upon others, and avoid neighborhood quarrels and strife.

Dó not complain if you are not permitted to have a voice in elections and civil affairs. You have forfeited all such rights and it now becomes you to submit to such laws and regulations as the federal authorities may deem proper to enact. I believe, and know that they will do the best they can for you, especially if you show henceforth that you now desire to merit their confidence by a strict obedience to the laws where you may reside.

We are conquered, subjugated; we have no rights, but must accept such privileges and favors as the Government may see proper to bestow upon us."

for his transportation, he said he would deliver it shortly and out of the rivers and bayous there came about 100 canoes, which he said was all the transportation he had. The surrender of this force relieved my front of the only organized confederate army near me. *Insert (9).*

On April 24th, we received note from the Secretary of War that General Sherman made an armistice for suspension of hostilities with Joseph Johnson on April 18th which had been disapproved by the President and hostilities ordered to be commenced. Jeff Davis and his companions will no doubt take advantage of this armistice to escape with his plunder, said to be of large amount--specie. Look out for them, and arrest them if possible. I also received an order from the Secretary of War not to recognize or pay any attention to the paroles that had been issued by Sherman and the order that came from Washington in the Press reflected upon Sherman's loyalty, integrity, etc, which was very annoying to the soldiers who had served under him. I attended a ~~public~~ dinner at the Lyndell hotel just about this time. One of the speakers, a very radical man in Missouri made a ^{similar} reflection upon Sherman. I got up and left, stating I would not sit and listen to any person who would question the loyalty of Sherman.

On April 24th, General Pope wrote ~~me~~ as follows to General Grant asking that I be given command of one of the corps in the Texas campaign:

Hdqrs. Mil. Div. of the Missouri,
Saint Louis, Mo., April 24, 1865.

Lt. Gen. U. S. Grant,
General-in-chief, Washington.

Dear General:- I have the honor to request, first, that I be permitted to take Major General Dodge with me as corps commander on the projected campaign into Texas, to command one of the corps sent me from other departments. I need say little to you of General Dodge. He is one of the best, most earnest, energetic, and capable officers in the service, and has unusual experience in the description of campaign it is proposed to undertake. I should esteem it a real misfortune not to be able to have him with me.

The surrender of the Confederate forces caused a great many of the paroled men and guerrillas to drift north to their homes in Missouri which greatly alarmed the citizens of Northern Missouri, which was now virtually under Civil Law, and for the purpose of *keeping track of* these men

and getting a list of them, I took all the ferry boats, skiffs and every-
thing on the Missouri River and established regular ferries at Miami, ^{St Charles}
Lexington, Kansas City and Leavenworth and put military guards upon
them and took the name of every person who crossed. This had a good
effect but still a great many were still suspicious of us avoided
the ferries and kept in the brush.

Personal
May. Commissions arrived for the promotion of my three staff offi-
cers, George E. Tichenor, Captain E. D. Jonas and A. D. Ford as A.D.C.

On May 7th, I received a letter from Mrs. Mary Phelps, the
wife of former Governor Phelps and Col. Phelps of the 26th Mo. who
had served under me in the Pea Ridge Campaign, giving an account of the
condition of the refugees:

Springfield, May 7, 1865.

I see your order in relation to refugees. On my return home, I founded a large number of refugees just landed from Ark. in a half starved, almost naked condition, lying upon the ground without shelter. I was informed that several had died from starvation on the road. I went to work to obtain a building to put the most destitute and sick in. I have succeeded in getting my son's store and warehouses for temporary use. Provisions are so scarce the people cannot feed these refugees and many of them are old women and young children. All who are able to work shall be put to work as soon as we can clean them up and get clothes for them.

We hope you will permit the commissary here to issue rations to them until the crops are made. We will have system and order and will be as economical as possible with rations and not keep a woman or child in the refugee home who can earn their living. We would also ask that we are permitted to have for the sick, rice, coffee, tea and sugar.

Gen. Sanborn ordered a half ration to be issued to fifty persons for ten days. Fifty persons was the number in the home yesterday evening; it is doubled now and will still increase. I think, however, in a short time we shall find employment and put out as many as will come in. If these people can be sustained until fall and peace is made, many of them will return to Ark. My kindest regards to Mrs. Dodge.

I issued the order and it had an excellent effect.

I received an order from General Grant dated May 1st to suspend all preparations for a campaign West of the Mississippi for the present thus indicating that the troops in Louisiana and Texas were prepared to surrender. I also received a letter from Phillip Hensan in which he said he had arrived at his home and found all his family there, his wife having arrived about two weeks before he got there. He wanted to know if I could not give him something to do in the north.

Gen.
On May 2nd, I received a letter from John B. Sanborn of Springfield to whom I had referred Mrs. Phelps' letter, in which he said: "Your order in regard to refugees received. We would have no

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trouble here with them if it was not for the unending stream of them pouring in from Arkansas and Texas. In the vicinity of Fayetteville, and between Cassville and Fayetteville, several deaths from starvation have occurred of women and children the past month, as I am reliably informed. There are no guerrillas now and none have passed through since the party of fifty, nearly all of whom were killed."

I was forced to give an order to have rations given to some of these refugees to keep them until we could get them quartered near their homes or on other people who would take care of them.

On May 7th we received President Johnson's proclamation reciting that Jeff Davis, late of Richmond, is proven to have incited and concocted the assassination of the late President, and offers a reward of \$100,000 for his capture.

On May 14th, I received a letter from the Hon. James S. Rollin, member of Congress telling me that the Western part of the State was very much discouraged on account of the great number of rebel soldiers returning, many of whom had gone to the brush. He wanted me to order them to appear at different posts and take the oath. I knew that such an order would only scare them and that the best way to handle them was through the Civil authorities and I wrote the Governor to notify all *to give public notice that all soldiers or guerrillas returning* his Civil officers that they need have no fear of the military or civil authorities to go to their homes, remain there quietly and if any *Civil or* one disturbed them to report it to the nearest *military* authorities. This was published in the papers and circulated freely and brought a great many from the brush to their homes and had a very excellent effect.

On May 26th, I wrote President Johnson in behalf of the loyal Alabamians who had served under me. I recommended the appointment of William H. Smith of Randolph County Alabama as Governor for Alabama. This appointment was made and was a very satisfactory one to the State.

On June 2nd, we received General Grant's address to the Army of the United States, which is as follows:

General Orders

No. 108.

Soldiers of the Armies of the United States:

By your patriotic devotion to your country in the hour of danger and alarm--your magnificent fighting, bravery, and endurance--you have maintained the supremacy of the Union and the Constitution, overthrown all armed opposition to the enforcement of the laws, and of the proclamation forever abolishing slavery--the cause and pretext of the rebellion--and opened the way to the rightful authorities to restore order and inaugurate peace on a permanent and enduring basis on every foot of American soil.

Your marches, sieges, and battles, in distance, duration, resolution, and brilliancy of result dim the luster of the world's past military achievements, and will be the patriot's precedent in defense of liberty and right in all time to come.

In obedience to your country's call you left your homes and families and volunteered in its defense. Victory has crowned your valor and secured the purpose of your patriot hearts, and with the gratitude of your countrymen, and the highest honors a great and free nation can accord, you will soon be permitted to return to your homes and families conscious of having discharged the highest duty of American citizens.

To achieve these glorious triumphs, and secure to yourselves, your fellow-countrymen, and posterity the blessings of free institutions tens of thousands of your gallant comrades have fallen and sealed the priceless legacy with their lives. The graves of these a grateful nation bedews with tears, honors their memories, and will ever cherish and support their stricken families.

U. S. Grant,
Lieutenant-General.

The Press of Iowa had been making use of my name for the nomination of Governor of the State and I had received several letters in relation to the matter. On June 5th, I wrote the following letter to F. W. Palmer, the Editor of the Des Moines Register:

I have had several letters from Iowa asking to put up my name for Governor of Iowa, and have been informed ^{that} some papers have presented me as a candidate for that office. This has, of course, been done without my sanction.

I thank my friends for their kindly interest, but I must decline any such honor. I am not a candidate and if my name should be presented in the convention, you will confer a favor on me by immediately withdrawing it."

On June 2nd, I received the following letter from John A. Kasson:

Washington, DC. June 2, 1865.

I have learned here today, from Grant himself, that you can't go on the plains. He has just recommended you for something somewhere, sending it in today. He did not tell me what or where. He spoke so warmly of you that I know it will be a tribute of his confidence, but he checked himself as he was about to say what it was. It is some change of command--So I shall, if possible, leave with a party for Nevada on the 10th inst. from Atchison. Time is very short but I shall try it."

7 Wtr What Mr. Kasson referred to was that General Grant had made up a list of the Volunteer Generals of the Army that he was going to recommend for commissions in the Regular Army. He had placed my name at the head of the list for a Major General of the regular army but the trouble was that naming the officers before he got a bill through

Congress giving him authority for selecting a certain number of officers to go into the regular army, which no doubt he could obtain, he first sent in the list of men he wanted to recommend and as there were only a small number and there could be only a few members of Congress interested, ^{in names submitted} Congress failed to pass the bill. I did not know this at the time but when General Grant desired me to remain in the Army, I made known to him how impossible it was for me to do so as I was under contract with the Union Pacific to become their chief engineer as soon as I could be relieved from the Army.

On June 2nd, I received a dispatch from Col. Chester Harding the substance of which is as follows:

There has not been a shot fired north of the Osage for three weeks. Farmers are at work in peace. 200 guerrillas have surrendered at Lexington and many more at other points. A story ~~was~~ circulated that eight men, released, were murdered by Colonel Catherwood's men. There was not a word of truth in the story; still it does us some damage.

Having become thoroughly satisfied that the State did not need any federal troops in it, I issued the order to muster out the Missouri State Militia. This force was organized to take care of the State but was placed under federal authority, but could not leave the State, and in my opinion, there was no further use for it. The term of service of many of its men had already expired and the order received the approval of the citizens, generally. Mr. H. M. Hoxie had instructed his brother, Mr. M. B. Hoxiet, to give me a full history of the Republican convention and on June 15th, he wrote me as follows:

Des Moines, June 16, 1865.

The irrepressible "Hub" of Iowa commands me to write, and to give you an outside history of the inside movements of the Convention. His law is inexorable, and I am forced to a voluntary compliance: Although I may experience some of the uncomfortable sensations of that class of "unhappy victims" who found themselves too short for Old Highwaymen Procrustes" patent non-contraction- non-extension bedstead. I realize my shortness to the occasion; but I will stretch to it if I can.

The Convention was quite full; many of the delegates were on hand as early as three days before the time. The Convention was composed of four classes: First, those holding office, a good sprinkling: second, those wanting to hold office, an immense throng: third, genuine "peoples who imagined (poor incredulous souls) they were no minating the officers a fair number; fourth, those having convention "on the brain", standing, chronic delegates, an average number. All but the third class had "axes to grind." A small number succeeded in sharpening their implements, and only a small number. They were the ones who had shrewdness enough to compel the turning of the grindstone in advance and in "some sequestered spot" as Henry S. Foote would say.

Considerable opposition to Stone's nomination was manifested, but it was impotent from the want of a skilfull hand to direct, concentrate and regulate it. Cols. Shaw, Scott and Cummings were leaders in the opposition. The first is impracticable, the second has no sense and the last is a fool.

Cattell, that old "linked sweetness long drawn out" had some strength, and a majority of the delegates preferred Dodge first and Crocker next. But the Generals' names were not permitted to go before the Convention, Hub attending to the first and Crocker his own.

Weaver, (late Col. of the Second) would have received the nomination for Lieut. Gov. if his locality had not intervened. As it was he received a very complimentary vote.

An episode gave quite a spice to part of the proceedings in the afternoon. After the nominations of the State Central Committee, Withrow said it was requested by the Chm. of the retiring Committee to ask the Convention to instruct and authorize the new Com. to examine the books of and settle with the Old. Whereupon one Luse of the Iowa City delegation offered a resolution providing for the app't. of a Com. by the Con. and armed with full power to examine report &c. and moved his resolution as a substitute for W's motion. The animus of the resolution and the spirit which brought it to life were so patent, that it only required a few caustic remarks from W. and a humorous little speech from Lieut. Gov. Eastman to cause the offerer to withdraw his bantling in "indecent haste." In fact, Withrow stung it to death and Eastman laughed at its corse in such a dry New Hampshire humor that its friends buried it amid the shouts of derision of the Convention. Kirkwood, Luse's man, was most summarily tightened.

Withrow's motion was adopted; the New Com. has settled with the Old and Hub paid over \$65 of the \$20,000 alleged to be in his hands.

The Convention was the most harmonious one in the history of Iowa politics; and it did the most work in the shortest time of any State Convention on record.

Stone made a speech, a speech of acceptance, and he said he was proud (his own words) of the conspicuous and bright and honorable space which he would fill in the history of this rebellion when it should be written up by the historian." You will at once perceive that a re-nomination has not at all disturbed his modesty. The poet did not mean sweet William when he said "Many a flower was born to blush unseen," from the fact that William's metallic cheek is incapable of blushing in the "crimson glow."

I take it for granted that you will receive the Register with the proceedings in full.

Kasson is in town. He will find work enough to keep him busy in his district. The suffrage question will require much labor.

Oh! I almost forgot one matter. Nourse aspired to the Chairmanship of the Central Committee and notwithstanding his general cussedness, the Polk Co. delegation presented his name as member for this Judicial Dist. Tracy was nominated for the first. Nourse taking it for granted he would be Ch'm. indulged himself in his accustomed indolence while Tracy slipped around among the different committee men and obtained their pledges. The Com. met, Tracy was nominated and elected Chm. Nourse was dumbfounded and the town is still in a grin. The whole thing is a joke perpetrated by some of Hub's friends from abroad."

On June 16th, I received a letter from the Hon. S. M. Boyd, member of Congress, giving the conditions of matters in South-west Missouri:

Springfield, Mo., June 16, 1865.

"Tendering you my many thanks for your successful management of the South-west Mo. up to this time, allow me a suggestion, although humble, yet I cannot refrain from the notion, that it is worthy of consideration and the correctness of which will perhaps require time to develope and verify.

It is this, the people of south-west Mo. being the most loyal of any other part of the State, yet retain the idea of destruction to all rebels and the causes, real and fancied. The soldiery now here being local and under the control of conservative officers can be used for party purposes by the leading conservative demagogues and I am free to say to you that I feel satisfied they will endeavor to do so. You must further understand that although the loyal people in Missouri found emancipation not converted thereto by the humane and Godly principle that fired the soul of Puritans with hostility to slavery, but rather that war would not cease as long as slavery existed in the State. Hundred and thousands of loyal men in Mo. are inimical to the existing Law of our

State, allowing the negro to testify in court, protect and defend himself on an equality with the White race. This is natural and I am disposed to offer a valid apology for them that their education from childhood has prejudiced their minds and it will require time and experience and observation to relieve them of this great error.

Hundreds of negroes from Arkansas have settled here and are industrious, well-behaved and now constitute a large proportion of our laboring class and indeed is a great blessing to us. Yet I must say to you that they are cowered and frightened, they are persecuted and wronged, whipped and even killed and nothing done to prevent or even to hinder, and right here, I dont mean to say that anything just now can be done. I believe that is a question of doubt, I propose a remedy which will succeed if anything will. The local troops here now will soon be mustered out, give us colored troops with good officers. General Fisk would do more good here with a few of his soldiers than anything else. Negro soldiers at Washington City I found the most obedient and tractable of any other and that of itself would do more to reconcile the minds of those who need reconciliation than any other troops. I am managing to the best of my powers the negro interest under the law and am doing all in my power as a judicial officer to give them all the full benefits of the law and will continue to do so at the cost of any sacrifice and I want your assistance in the way of troops here to satisfy all citizens that caste is of God and the man who handles the musket for our protection is entitled to some respect and regard. I feel assured that I am right, having canvassed the matter with a number of my friends. They desired me to ask you for the good of the country, believing it would be a successful remedy. One poor negro who was gathering a load of wood only half a mile from the court house was shot today by some one in soldiers clothes. No clew can be had as to who it was. A church they built at the cost of nearly one thousand dollars was burned down a few nights since and the negroes who went to stop the fire were fired upon and driven away. A negro school is troubled every day and children stoned in going to and from and it is dangerous to uphold the poor negro in even his life. I however am trying to do it but I find the moral courage of many good men is wanting in this particular, true they fear assassination, incendiaryism and theft. If you will try my suggestion and it fails, you can change before any great harm is done, that you ought to try it I feel so assured that if you were here you would say with me it must be done.

I write this for you and your consideration in a spirit of confidence, knwoing that new dangers would surround me from the machinations of the guilty if made public. I have written our Governor and he will endorse the idea. There is now no trouble in this district from any known band of guerrillas. Yet there is a large class of indolent do-nothing fellows prowling around, stealing and robbing."

On June 19th, I received the following letter from William Blunt in relation to the loyalty of the steamboat men who had been running on the river during the War:

St. Louis, June 19, 1865.

"These steamboat men have ever since the rebellion tried to overthrow the Government. And I myself have seen these steamboat men smuggle ammunition and contravand goods to the rebels, and have had men belonging to steamboats smuggle the mails for the rebels and about two years ago got permits from the Custom House to carry contraband goods through the lines at Memphis and there ship them to Vicksburg and other rebel posts; and that the Government officials were their abettors. They had no trouble at several other points to ship goods which I knew were going to rebel ports. I remember in one instance that two or three smugglers were on a boat and were taking contraband goods to the rebels. They were found out and the boat's crew and all were arrested, taken to Memphis and there had their trial and

were released on proving their loyalty and there was not a true Union man on the boat. I will venture to say that there is not two true loyal steamboat men that belong to St. Louis, who steamboat between St. Louis and New Orleans. I know of but one and him you can bet on, his name is Capt. Patterson. When you see a man say "Damm the niggers and the Dutch" you may set him down as a traitor.

The most of the State Militia are copperheads except the Germans and the colored; these latter men you can trust and you can bet on them. That is the reason the Democrats do not like to see a colored man have arms for they know that he is loyal. One of the Democrats remarked the other day to a colored militia man that they would be sorry for joining the State militia. These men that were taking the oath are doing the Government the most harm; they take the oath to carry out their designs; look at the assassins of the President, they took the oath and tried to kill the whole cabinet. They did not want to kill Mr. Johnson for he was the right man in the right place. It is my candid opinion that there will be no peace until this "State's rights" doctrine is done away with, and the constitution will be the supreme law. The democrats said that if McClellan was elected that he would change the cabinet; they would put Sherman in Grant's place, and Halleck in Secretary Stanton's place, also reinstate Generals Buel, Rosecrans, Boyle and others. I could see in all of Sherman's movements that it was in the conservative order; he has never armed the contraband nor shown him any hospitality but put him where his master could get him."

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On June 29th, General W. T. Sherman was assigned to the

military Division of the Mississippi. Soon after he came to his home in St. Louis. Mrs. Sherman had lived there all the time I was in command and she was of great aid to me. She took a great interest in the unfortunate people who had been sent to prison and those who were destitute and upon her investigation and recommendation I released a great many of them. In writing the General she used to often speak of what I had done and the General, fearing that I might favor her more than I ought to, on account of her being his wife, wrote me a very kindly letter and cautioned me and said that I must not forget my duties as a soldier notwithstanding the appeals made to me by Mrs. Sherman. I appreciated his cautioning but it did not make any difference in my acts. I had great confidence in Mrs. Sherman and while some of them were criticising, still I think they were alright. When

General Sherman reached the city, he was invited out a great deal among his acquaintances and old friends, most of whom were southern sympathizers and this fact caused the radical union element to criticise him very severely and many of them came to me complaining, saying they thought he should pay more attention to the union people than to the southern people. One day when General Sherman was in my office, I called his attention to this and I saw he was somewhat disturbed about it but he said all these people who had invited him out were old

friends; that the war was over and the fact that they gave him so much attention was a belief on his part that they were changing their views and he did not consider that he should do anything to intimate to them that he was not willing to accept their hospitalities as long as they showed the interest they did in the Government. I think a great many of them saw his terms to Johnson and that made them more friendly to him than they would have otherwise been. General Sherman said: "They are going to give me a dinner here in a few days and General, don't you worry, I will settle that question there." This dinner was given to him on July 20, 1865 and at that time he said: "Since the war is over, he did not feel that it was necessary for him to refuse any attention, no matter from whom it came but when it came to the question between loyal and rebel men, everyone knew where his heart was and everyone knew what his thoughts were; that it was only the clemency of the Government saved them from receiving their just dues long before that time." After this speech, we never heard anything more in that country as to Sherman's position and no one misunderstood him afterwards. His speech was such a remarkable one and gives his reasons for the terms he gave Johnson that I quote a portion of it here:

You cannot attain great success in war without great risks. I admit we violated many of the old established rules of war by cutting loose from our base and exposing sixty thousand lives, but when a thing has got to be done, it has got to be done. I had faith in the army I commanded; that faith was well founded. But there was the old story exemplified. We had the elephant and it troubled us to know what to do with that elephant, and again we had to put our wits together and we concluded to kill the elephant. We did not like to do it. I now come to a piece of military history which has been more discussed than any other. I contended at first, when we took Vicksburg, that we had gained a point which the Southern Confederacy, as belligerents--so recognized by ourselves and the world--were bound to regard. That when we took Vicksburg, by all the rules of civilized warfare, they should have surrendered and allowed us to restore Federal power in the land. But they did not. I claim also that when we took Atlanta, they were bound by every rule of civilized warfare to surrender their cause. It was then hopeless, and it was clear to me as daylight that they were bound to surrender and return to civil life. But they continued the war, and then I had a right under the rules of civilized warfare to commence a system that would make them feel the power of the Government, and cause them to succumb to our national authority. I have again and again proffered kindness towards the people of the south, and I have manifested it on the thousands of occasions. I lived among them and received generous hospitality; but at the same time, if their minds are not balanced so as to reason aright, we have the right to apply the rod. We destroyed Atlanta, and all that could be used against us there will have to be rebuilt. The question then arose in my mind how to apply the power thus entrusted by my Government so as to produce the result--the end of the war, which was all we desired; for war is only justifiable among civilized nations to produce peace.

There is no other legitimate rule--except to produce peace. This is the object of war, and it is so universally acknowledged. Therefore, I had to go through Georgia, and let them see what war meant. I had the right to destroy their communications, which I did. I made them feel the consequences of war, so they will never again invite an invading army. Savannah fell, as a matter of course. Once in our power, the question then arose again, "What next?" All asked "What next?" I never received my orders from anybody. I had nobody to look to but my own brain. I asked advise again and again, but I got mighty little, I can tell you, except from Grant, who is always generous and fair. No advice--no word at Savannah, save from Mr. Lincoln, who asked "what next?" I told him I would tell him after while.

"Then came that last movement, which I do contend involved more labor and risk than anything which I have done, or ever expect to do again. I could take Charleston without going there. First, by segregating it from the rest of the country so that it could not live. Man must have something to live upon. He must go where there is something to eat, therefore I concluded to break up the railroads, do the people had to get out of Charleston or perish. Then the next thing was to place the army in Columbia, which I tell you is more of a place in the south than you are aware of. Years ago I thought Columbia would be the scene of the great and final struggle of the war. I thought our western army would go eastward and our eastern army southward to Columbia, and that we would fight it out there. The people there regard it as a place of security. They sent their treasure there and their wines and liquors, which my friend Blair remembers so well. But if you place any army where the enemy say you cannot, you gain an object. All military readers will understand the principle; and therefore, when I placed my army in Columbia, I fought a battle--I reaped the fruits of a victory--bloodless, but still it produced military results. The next question was to place my army still further where I could be in communication with the old army of the Potomac--where we could destroy the life of the Confederate armies, for it seemed at one time as though they were determined to fight to the "last ditch."

"So we went to Goldsboro, and then I hastened to see Mr. Lincoln and Grant for the last time. We talked the matter over and agreed perfectly. Grant was moving then. I had been fifty odd marching days on light rations. My men were shoeless and without pants and needed clothing and rest. I hurried back to Goldsboro, and dispatched everything with as great rapidity as I could, and on the very day I appointed I started in pursuit of Johnston, let him be where he might. Now understand that in this vast campaign we had no objective point on the map; all we had to do was to pursue the confederate armies wherever they might go and destroy them whenever we could catch them. The great difficulty was to bring them to bay. You can chase and chase a hare until the end of time but unless you bring him to bay you cannot catch him. Grant was enabled to bring Lee to bay by means of Sheridan's cavalry. I did not have sufficient cavalry; if I had, I might have brought Johnston to bay; but with my then force I could not, because my cavalry was inferior to his in numbers. Therefore, when Lee surrendered, Johnston saw as clearly as I had seen months before, that his cause was gone. I had been thinking of it for months; therefore, when he met me and announced the fact that he was "gone up" I was prepared to receive it. It was just like a familiar song. It seemed to the north a new thing. We had expected it, and when they gave up there was an end of it, as we supposed. How did they give up was the question; gave up, that was all. No use in fighting any longer. On what terms did they give up? I have described sufficiently clear in my official report all the conversation that took place, and all I will say is that the north seemed to be taken unawares, although every paper in the land and every county court orator had preached about peace for the last four years; yet when it came they did not recognize it. All I claim is that I was prepared for it from the start. The moment Johnston spoke to me I saw peace at once, and I was honest enough to say so, but the world was startled by it. "Sherman had turned traitor and Jeff Davis had bought him up with Confederate Gold." I rather think

Before I left St. Louis, I received the following letter

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from Major General Pope:

St. Louis, July 27, 1865.

"When I got to my office the morning you left town, I found a note inviting me to be present at a presentation of silver to you the evening before.

I was very sorry I did not get the invitation in time to be present as I assure you it would have given me great pleasure to testify in athat or any other manner, my respect and regard for you.

I hope you will have an agreeable time this summer, and will, if possible, clean all the troops that can be possibly spared, out o of that section of country.

I see by the morning papers that you have been appointed Colonel in the regular army. If so, I presume it is in preparation to making you a Brig. General."

he would have found it a pretty hard job to have bought me up. Poor Davis! I know he never had gold enough to buy me, although I won't mention my price. But all that is now past and I am satisfied in my heart that we have peace. I am satisfied that by the combined armies and navies, and the citizens of the north and many of the south, that now we have peace in the land and what is the consequence? It is simply one stage anew in our history. We have had wars heretofore. Did we cut the throats of our enemies? Certainly not; like sensible men, when the war was over we went to work to recover what we had lost by the war and entered on a new stage."

On July 26th, Major General Pope was assigned to the command of the Department of the Missouri and I was assigned to the command of all the United States ~~forces~~ in Kansas, Nebraska, Colorado and Utah with headquarters in the field. This change of command was made for the purpose of carrying on the Indians campaign on the plains. Before leavin St. Louis, on July 24th, at a dinner, attended largely by the citizens of St. Louis, there was presented to me a silver set of a large number of pieces, each piece having the name of some battle I had taken part in engraved on it. The platter, on which they were all placed, was an immense one, giving a full description of why it was presented to me. This silver set cost thousands of dollars. It was a great surprise to me, and coming as it did from the citizens generally, I appreciated it very much.

Insert Pope's letter.

On July 26th, I moved to Ft. Leavenworth with my family and staff. It was my intention in the summer of 1865 to resign from the army and take up a position as Chief Engineer of the Union Pacific but neither General Grant or Sherman were willing for me to do this until the Indian campaigns were over. I therefore had to write Mr. Durant that it was impossible for me to carry out my agreement and he answered in the following letter:

New York, April 27, 1865.

I intended to have sent you a copy of contracts given our engineers, but the company have not fully decided what to do. Probably I can send them tomorrow.

I have your favor. The programme suits me; it was what I had intended and the place has been kept open. When the proper time arrives, let me hear from you. Will it not be well for us to purchase or hire a steamboat to take our cars and locomotives from St. Joseph to Omaha? Has the Government any we can get by applying to the proper authorities? I want to send 50 or more cars and four or five locomotives. Will write you fully in a day or two."

From this time on, there was sent to me all the instructions which were sent out to the engineers going into the field. The instructions of Mr. S. B. Reed, who went to Utah to make the surveys.

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the instructions to Mr. James A. Evans, who went to the Black Hills for the purpose of finding a line over that range; also from the President, Mr. John A. Dixs, the estimates of the cost of the first one hundred miles. There had arisen a question of changing the location of Mr. Peter A. Dey's line, running from Omaha West to the Elkhorn Valley, to take it down the Muddy to the Papillion and connect with the original line near the Elkhorn. This would add eleven miles of distance, but it would be very much cheaper for the company as it would cost very much less per mile and they were only getting \$16,000 per mile. ^{from Government} Mr. Dey decided against this new route and when it was adopted, he resigned from the company. This was a great loss to the company and Mr. Dey appreciated very full what it was to have him leave the service of the company. When Mr. Dey sent in his resignation in January 1865, he stated that he was giving up the best position in his profession that this country had ever offered to any man. I regretted very much to see Mr. Dey leave the road and I tried to induce Mr. Durant to change his mind. On June 2nd, I ^{wrote} _{him} the following letter:

Fort Leavenworth, June 2, 1865.

Note

I received your despatch and made a short answer. I dont see how you are to overcome the difficulty in the ~~plans~~ you propose. It seems to me that you should make Omaha the terminus, even if you build the Mud Creek line, for this reason; that by so doing, you retain all that interest strong for you. I have no doubt, in fact I know, they would lend their influence to help you through on Mud Creek line, whereas if you go to Bellevue they, of course, oppose you. Again, if you go to Bellevue, you must incorporate a new company. Government would use their power to stop it, seeing it was clearly a plan to evade their decision.

I have strong doubts about your getting a Government Engineer to approve the new line; 9 miles in distance extra would be a stumbling block to ~~hem~~. It appears to me you should get Sec. Harlan to agree, if possible; if not, you will have to go before Congress. If you do this with no road to Omaha, they will delay you. You know that all Missouri, Kansas, &c. are against you, and not only for personal interests, but on account of old U. P. R. R. E. D. troubles. Well, Iowa would fight you on account of the effect it would have on Council Bluffs, and the western interest of that State and Nebraska, of course, would be against you. The Delegate lives at Omaha--this whole interest combined--and all of it living right on the line or adjacent to it-will have great weight. I know not who made the representations to Harlan; it certainly was not Omaha people or any great number of them. I convinced the people of Omaha that you were friendly to them and not to fight you. I dont think they will for the present. If necessary, you can raise enough ~~cash~~ in Omaha to reimburse all extra expenses on old line, and if you think best, can stick to Mud line, but in all events I should run both from Omaha.

I am in the West; I know the feeling and the influence and I assure you that it is to the company's interest not to make any more fights or get any new jobs on hand before Congress meets. If Govt.

decides to hold you to old location, I think Congress may relieve you provided you get the Nebraska and Iowa influence to work with you.

I certainly had rather take my chances in getting the Mud Creek line accepted with track down from Omaha, than to fight the entire crowd- with Bellevue road and old location. Let me state one thing more. You and the Company should, before Congress meets, get at least 40 miles of road running and have engine and cars on it; this is the great lever in a fight.

I am bending my energies now to getting pontoon bridges across the Loup Fork and Platte for Govt. purposes. The moment that is done the amount of freight that will go over the road West will make any portion of your R.R. pay.

Write me and tell me how you come to get into this trouble. How came Harlan to know anything about the change?"

On June 6, 1865, I received the following ~~telegram~~ from Mr.

Durant from Washington in relation to the proposed change of line:

"Secty. of Interior advises President not to approve Mud Creek line until it has been examined by Govt. Engineers. We have no time, for must lay track to Bellevue, as in case we are compelled to adapt old line. We do not propose to build from Omaha to Junction of new line this year. Bridges and iron are laying at Bellevue. It is this or nothing done this year."

The people of Omaha became greatly excited and alarmed, believing this change of the line would make the terminus of the road at Bellevue. I tried to show them that it would be impossible to change the terminus but they were fearful the line would start at Council Bluffs and go to Bellevue and then West. Mr. Durant, in his controversy with them had threatened this many times.

On June 3rd, Mr. T. C. Durant sent the following dispatch to Mr. Edward Creighton:

New York, June 3, 1865.

"Omaha is all right. House has the reasons for making the change which I regret as much as you can do if Secretary Harlan insists upon the old location. We submit but shall build from below first and finish line on old location; thereafter if Congress does not release us we shall lose through business on the high grades, and must cross river elsewhere. Consequently need no buildings at Omaha."

This was forwarded immediately to me and it only added fire to the flame.

On June 4th, I received the following letter from Mr. H. M. Hoxie, who was in charge of the freight going to the Union Pacific:

St. Louis, June 4, 1865.

Durant telegraphed me to make arrangements to unload at Bellevue if he wanted me to. In another dispatch he said he would telegraph me further orders, which have not come. Several boats have gone up loaded for Omaha, and I don't see how they are to be unloaded at Bellevue. The Doctor is pursuing a suicidal course, and I think will see it. It is not proper for me to advise him any more, and I don't want to do it. He would only snub me if I did. I am progressing fast with the freight, but find obstacles every day.

The Dispatch of last week had a villainous article on Durant about the cotton. I sent it to Durant and he telegraphed back for names of Editor and publisher, which I shall send him Monday. I think I see a law-suit for libel. I will write you more fully soon."

On June 7th, my brother wrote me that the Omaha people who have lately been down in the mouth worse than ever before by Durant ordering all material &c. removed to Bellevue were again jubilant over news from Washington that President Johnson and Secy. Harlan were interfering in their behalf, by assuring them location made by Pres. Lincoln would not be changed and that work resumed on line first located by Dey and no estimate be allowed on the change of line back of Bellevue. This simply carried out my view as written to Mr. Durant but he still persisted and on June 6th, I telegraphed him as follows:

Ft. Leavenworth, June 6, 1865.

Your plan won't work. If you attempt it, Government will stop you on ground of its decision. If you build on Mud Creek line, do so from Omaha. With iron down it will be more likely to be accepted if it goes to Congress, and if you build from Bellevue you will lose the ablest support the road has in the West. One thing certain, Government, Congress and the people will demand that over forty miles West of Omaha be built before December 1st from the initial point as fixed by President Lincoln. Have written you."

Mr. Durant answered that he had applied for a government engineer to examine the question before they made a final decision, and I answered him as follows:

Ft. Leavenworth, June 8, 1865.

"I received your dispatch and made a short answer. I dont see how you are to avoid the difficulty in the plan you propose. It strikes me that you should make Omaha the terminus even if you build the Mud Creek line; for this reason, that by so doing you retain all that interest strong for you. I have no doubt in fact I know they would lend their influence to help you through on Mud Creek line. Whereas if you go to Bellevue they will, of course, oppose you. Again by going to Bellevue, you must incorporate another company. Government would use their power to stop it seeing it was clearly a plan to evade their decision. I have strong doubts about your getting a Govt. Engineer to approve the new line; nine miles extra distance would be a stumbling block to them. It appears to me you should get Secy. Harlan to agree if possible; if not will have to go before Congress. If you do this with no road to Omaha, they will slay you."

Mr. Durant dispatches did not alarm me as they ^{did} everyone else. I knew he was only laying his plans to get his Mud Creek line approved on a compromise to ^{from} start Omaha. The Omaha ^{people} prevailed upon the Secretary of the Interior to send Lt. Col. Simpson of the United States Engineering Corps to Omaha for the purpose of examining the line as then located and also the proposed change by Mud Creek.

On June 30th, I received the following letter from Dr. George L. Miller, the Editor of the Omaha Herald:

Omaha, June 30, 1865.

Your letter of the 25th was received this morning, marked personal and private. I have still taken the liberty to show it to a few persons, in the hope that I might by this cause, do something to resist the opinions which are gaining grounds with this people against the interests of Mr. Durant. Your views have great weight here. There are none who question your fidelity to the interests we have at heart, but some think you have been misled by Durant to place too small importance upon the danger which "Mud Creek" threatens with a view to ultimate crossings at Bellevue. You are right in saying that Omaha has done nothing to obstruct the acceptance of the new line. This is true. They are doing nothing in this direction now. The question with them is, can they do anything. ie can they work with the "Co" for "Mud Creek" and not cut their own throats? Mr. Dey is here, and is of course powerful with any statement he makes in the matter. He arrived yesterday. I learn on good authority that he openly says that if "Mud Creek" is accepted he has no doubt Bellevue will be the ultimate point- that is, they will abandon Omaha as a terminus in the end. Under this state of facts, I ~~hope you~~ will press your opinions in the right quarters. Dey hesitates, indeed, declines to advise any special course, but, I understand says the people here ought to either fight Durant or favor him. If he is correctly reported to me, (I have not seen ^{him} yet, though Lowe Creighton and I called today) he says we must do one thing or the other. Still our people are quiet. They think they had better go slow. Durant gives his friends no ground to stand on. A wide-spread conviction that is pressed with great pertinacity by some here, by the papers at the Bluffs and people there is that Durant is deceiving us; it is hard to overcome. Tom's brother was quoted to me yesterday as opposing your views. The "Bugle" appeals to us to stand by the straight line and under these combined influences those who think with me that the "Co" and Omaha should act together are rather losing ground. There has been no formal expression, of course. I am simply trying to tell you fully what I know about matters from conversation with individuals. I think Creighton, Dr. Lowe Etc. are undeceived though I know C. to be against a conflict with the Co. I only wish Durant would openly and freely strike hands with us on some definite ground by which "Bellevue" would be forever wiped out. In a long letter to him I asked him to do this. Can you not bring him to this position? I think his friends here should have some more ground to stand on.

Your action respecting the bridges revives many hopes here, and brings you encomiums from "all sorts of people." We shall observe your requests as to publicity, of course. I can see the wisdom of the thing.

Our people have invited you to visit us. You will receive their telegram today. I moved this in our bridge meeting. You must not censure me for this. We need you on the ground. We shall not formally receive you, honoring your morbid modesty. But we want you to get leave to come up. I hope you will do it. Come and see us in a general way.

I wish you would write me frequently on all matters. I have ordered papers to you and they will be regularly sent. I wish I could find the copies in which Taylor has given you so many good words.

Please have Durant do something more than to merely say he will "make no promises to Omaha." He said this in a telegram to Creighton, and has steadily refused to say more. I had a long talk with Jno. E. Henry yesterday, but it resulted in a mere review of the case. I told him I had written Durant. I don't know that he will answer me. If he would, it could help things very much if he did it in the right way. The Government engineer, has not yet arrived but is daily expected. I suppose Dey is here to meet him, but do not know this. Trains are being provided for Loup Fork Bridge. Millard, Creighton, Kountze, Hinckley, Dr. Lowe and others are active.

I know of nothing more today. Will write you as things progress.

The bridges of Dr. Miller referred to were pontoon bridges that I had obtained from the Engineering department of the Army and had sent out to bridge Loup Fork and the Platte river at Kearney, which were of great benefit not only to the Government in crossing their trains but to the immense emigration that was then crossing the plains.

On June 30th, I received the following letter from Mr. Durant:

New York, June 30, 1865.

I have received your favor enclosing your letter to Mr. Miller, and have carefully perused the same.

Neither yourself nor the citizens of Omaha seem fully to comprehend this matter of change of line.

The company were proceeding with a large force to grade the road on the old line, when the change was first spoken of, the heavy grade was an objection and has been freely described as such by the friends of Cedar Rapids Road (the road north of us, and used as an argument why this road through the State of Iowa should be located to cross the Missouri River at or near De Sota thence to the north of the Platte with a maximum grade not exceeding 40 feet per mile. The Government Directors and the Consulting engineers came to the conclusion that the interest of the company and of the government were best subserved by reducing the grade even at an increase in distance, and the resolution to change was brought forward and strongly advocated by the Government directors. In fact it was their measure and carried by them, and it was only after a discussion that I was able to get it so modified as to provide for further action in case the work had so far progressed as to render it necessary.

A large party of our men were taken off the work and put upon half pay while the new line was being located. The company has since been doing all in its power to push the work on the new line and intended to have commenced track laying on the 10th of July.

Mr. Harlan for some cause (I do not know that any one in Omaha has attempted to influence him) recommended the President not to approve his location advised by the Government directors, until further examinations had been made. In doing this he has exceeded what was required of him and by causing delay did great injury to the enterprise. It was his duty to have consulted with the Government directors. He has certainly misunderstood the whole thing. In the case of the Kansas road they have had him overruled by the President, and their road is to be accepted without waiting to have it examined by Mr. Harlan's commissioners.

We have not proposed yet to interfere with Mr. Harlan, but the matter with the company stands thus. If the new line is rejected, the company has one of two things to do, abandon this work or contrive some way to get a portion of the line completed this fall and next spring in order to save the charter. If they attempt to build on the old line with a maximum of 80 feet per mile, it would be impossible to finish the same to the Elkhorn river this fall, beside with the increased outlay they would be left without the means of paying for the iron. There are no if's or ands about the matter. I see no probable way for the company to raise the means to go on for a week if such decisions were adopted. Should they build it with 166 ft. grade, which is the best that could be probably done, there still would be a delay that would finally ruin the company. After deliberation, I have come to the conclusion that the only course that could be pursued and save the road was to strike the approved line as soon as possible some ten or twelve miles up the Papillion from the mouth of Mud Creek, from which place (M. Creek) to the Mo. River via Bellevue, the distance is three or four miles, this of course has to be done by a new company, the necessary papers for the formation of which were immediately prepared. After reaching the old line at the above point, on each section of 20 miles, the company could draw their bonds from Government and the lands, and build the road from said point to Omaha where they could raise the money to do it; but in the mean time the company must have machine shops, &c., and of necessity must locate them elsewhere for that portion of the road if built with grade of 116 feet per mile would not be used for the

main or through traffic.

I think you say "Why not build down Mud Creek on the new line as presently located, and let this be the line for the main business?"

The reasons are simply these. A company independent of the U. P. R. R. must own the line for the U. P. Co. cannot raise the means to build both, and it is for the interest of such company to reach the river with as short a line as possible, and to start from Bellevue instead of Omaha will leave iron for some eight or ten miles more of the road of the Union Pacific Co. Then this affair lessens the chances for an eastern connection at Omaha. The Iowa and Nebraksa (Cedar Rapids) people are feeling well and determined to go on and do not seem to care whether the M. & M. joins them or not, unless they are willing to run north on their line.

The M. & M. people are discouraged, and there is no chance for them to build through for some time unless in connections with one of the roads north or south of them. How this is to be done I do not know but trust there is still a chance.

I am not in any way connected with the management of the road, but shall do all in power to advance its interests. I think the new directors are disposed to let the Iowa directors, Price and Grinnell, lead off in the management. Mr. Cook is still in the board, and understands more about the affairs of the company than all the rest. I presume the Bondholders will sell out the road but trust it may be done with an amicable understanding between the holders of the securities, and that the new organization will provide for the completion of the road to Des Moines. You will perceive from this that should the question of a relocation of the terminus of the Eastern end of this come up the prospect of an eastern connection would have an important bearing upon its ultimate decision. As to the Mud Creek line when I found the gradation could be completed with about 15,000 yards excavation I concluded to lay the track down that line from Omaha saving thereby one month in time, as we can take up the iron should the decision be against us and lay it west of the Elkhorn which would enable us to complete thirty miles of that portion of the U. P. R. R. this fall.

It is unfortunate that Mr. Harlan should have interferred in this matter at all. We have made our calculations to lay 80 miles at least this summer. I have reduced the amount now to about 50, the iron for which has gone forward, and which we hope to be able to complete although there is very great difficulty in raising money.

The contract, Dey says there is so much money in, is open for every body who will put money into the enterprise, but Capitalists have not faith its paying after completion.

I know the interest you take in the success of the enterprise, and therefore write freely upon the point.

The people of Omaha have more to fear from future legislation than any one else, for there is a stronger influence all over the country in favor of a terminus south of that place, than you are aware of. My motto is first the road-local interest afterwards.

If Omaha has her own way, I fear the road would not be of as much benefit to her as it is to be hoped will be the case.

I assure you the danger is in not being able to comply with the law as to time."

On July 1st, I received the following letter from Dr. George

L. Miller:

Omaha, July 1, 1865.

"I wrote yesterday at length, and endeavored to interpret to you the sentiment on the railroad question. I mentionned Mr. Dey's arrival and told you what he had said. He continues, I learn, to virtually advise our people to fight, or rather oppose "Mud Creek" by saying that if the road is located there, it will be certain to go to Bellevue. The result is that opinions are setting very strongly against the "Ram's Horn Route", and I do not think any man can oppose them successfully. I tell you this for your information. I think Omaha will fight the Co., before it is over, though the more prudent will be slow to do this. Durant's threat that he would make Omaha no promises, that he would go to Bellevue in case he was forced back on the old line, the currency given to the report that he is failing as a railroad operator, and in public confidence, and Dey's arrival here (this more than anything else) have all united to change the sentiment very rapidly.

On July 10th, I received another letter from Dr. Miller as follows:-

Omaha, July 10, 1865.

I write to say for your information that Seymour the engineer who opposes the old line of the R.R. from Omaha, openly avows the intention of the Co. to make a new terminus at Bellevue. This must necessarily fix Omaha in determined opposition to the Co. I am sorry, but men must fight for their existence. I urge upon you the importance to Durant of coming back to us on some terms. This fight may be ruinous to him as well as to us.

I hear whispers of bad faith toward you on Durant's part. There are those here who say to me they have reason to fear you will be sold out as Chief Engineer. I dare mention this to you because I am your friend. From what Durant said to me last winter in N. Y., however, I can not credit. He then declared you to be the best man in the country."

Col. Silas Seymour, the consulting engineer of the Union Pacific Road and the Government director, Mr. Harbaugh were in Omaha with Col. Simpson making the examinations. Both of these men were strongly in favor of the Mud Creek line. Col. Simpson finally reported recommending a line running from Omaha down the Missouri Valley to Child's Mill then cutting through to the Muddy and following the Muddy to the Papillion and the Papillion to the Elkhorn. The company did not want this line and he recommended it only as a temporary line until the heavy grades could be cut out. This line avoided the heavy grade out of Omaha into the Muddy and he also provided that the heavy grade at the Elkhorn should be taken out. The company went on and built the Muddy Creek line, going out of Omaha to the summit on the heavy grade and then down the Muddy and left in the 80 foot grade at Elkhorn and when they submitted the maps, notwithstanding the decision of the Secretary of the Interior, approving Col. Simpson's report, they accepted the line adopted by Mr. Durant. As I predicted, they made Omaha virtually the terminus and did not go near Bellevue. This was the result of a compromise made with Omaha after Durant had accomplished his purpose of utilizing the Muddy Creek and Papillion line. The straight line through to Elkhorn adopted by Mr. Dey had upon it 66 and 80 foot grades, but so laid that in after years when the road had the money, those grades could be taken out and in 1908 under the direction of Mr. Harriman, the original Dey line was adopted, all the heavy grades taken out and 11 miles of distance saved by the old line, so that the original contention of Mr. Dey is the main line of the Union Pacific today.

was paid upon it

On April 4th, I returned to Ft. Leavenworth for the purpose of preparing the campaign for the coming summer against all the tribes of Indians then at war. The campaign that had just ended had driven the Indians north of the Plate and south of the Arkansas. In an address delivered before the Loyal Legion of Colorado on the "Indian Campaigns of the Winter of 1864-5" written in 1874, I set forth fully the work of the troops during that campaign and it is as follows:

SLIP OUT OF BOOK.

To show how active the troops were in this campaign which lasted until April 1st, there were some 30 engagements, in most of which the Indians were defeated, several were attacks of Indians upon stations and trains. These engagements occurred along the Arkansas and North and Laramie Plains, and South Platte Valleys; and there were some 150 lodges of Sioux and 90 of Arapahoes who came in and surrendered. The thermometer ^{of} ~~most~~ this time was below zero but the troops did not return once to their posts. They kept on the move continually and their activity forced the Indians to leave that country, although we knew they would come back again as soon as the grass began to grow.

On my arrival at Ft. Leavenworth, I received from Col. W. O. Collins, whom I had written to give me a full account of the location and the number of Indians then considered hostile, the following letter: which is as follows:

St. Louis, April 7, 1865.

In compliance with your request, I make the following statement in regard to the Sioux, Cheyenne and Arapahoe Indians, in and near the west Sub. District of Nebraska, which I recently commanded.

I. Sioux- (Cut-throats.)

The country of the Sioux is north of the North Platte River and East of a line from the Red Butte to the head of Powder River, and then north to the Yellowstone. The Snakes and Crows are directly west and always at war with them. On the north they have the various bands of Blackfeet, Peigan, Little Robes, and Gravants, and the Rickarees with whom also they are usually at war.

On the south is the country of Arapahoes and Cheyenne with whom they are at peace. Their lines however are little regarded as the Sioux press into the Snake and Crow country, and for many years the Sioux, Cheyennes and Arapahoes have been in the habit of mutually inviting each other into their respective territories to visit and hunt, and they now intermarry and remain there to a considerable extent.

They are all nomadic, wandering from place to place, as game pasturage, &c. may make it necessary.

The three principal bands nearest the Platte are the Ogallaha, Brute's and Minnecongue.

I..Ogallaha, (Bad Face). About 500 lodges of them about 150 lodges have been for the last eight or ten years south with the Cheyennes generally on the waters of the Republican, and the Arkansas.

They have now gone north and are hostile. All their warriors were in the battle of Mud Springs and Rush Creek in February last. The remainder of the band are along and north of the North

Platte, the largest portion having wintered on Powder River about eighty miles north of the Platte bridge. The head chief of their village is "The man afraid of his horse" (Fah-shunka-ko-ke-pah, .

This chief is friendly and will restrain his people if possible.

2d. Brutes. (See chon-go, or Burnt Thighs). About 350 lodges.

Of these about one half have been many years south with the Cheyennes, but have made frequent visits to the Platte country. They are hostile, all their warriors having been in the Mud Spring and Rush Creek fights, and have now gone off to the Powder River country. Little Thunder and Spotted Tail are the principal chiefs. The other bands are along and north of the North Platte and have hitherto been friendly, especially the corn band, of which Standing Elk and Swift Bear are the chiefs. I have full confidence in both of them.

3d. MinneCongue or (Thos-who-farm-close-to-the-water).

They all stay north of the Platte generally low down on Powder river, and on the heads of Belle Fouche (North Cheyenne River) and the little Missouri. All are hostile except about fifty lodges under Lone Horn, a friendly chief, and even they are doubtful.

The other bands of Sioux, such as the Sanzark, Santee, Yanktons, Yanktonnais, Unkpapas, &c. stay north and east, rarely coming to the Platte river except in small parties for stealing.

II. Cheyennes, about 500 lodges, of them about 350 lodges have usually remained south and are very hostile. They and the southern Ogallalas and Brutes and Sioux were the Indians that committed the depredations upon the main and south Platte and Little Blue during last season, and who were fought at Mud Springs and Rush Creek, and driven north towards Powder River in February last.

The balance have been on Powder River about 100 miles north of Deer creek all winter. About 80 or 100 lodges under Grayhead, are reported friendly and the balance hostile. I have full confidence in the chief Grayhead, but not much in his young men.

III. Arapahoes. Their country is west of the Cheyenne, and north of the Sioux, but part of them have been in the habit of crossing the Platte to Powder River for buffalo, and about 100 lodges spent the last winter on the head of Sly Fork, and under the Big Horn mountain on the head of Powder River. They have hitherto been friendly and will probably remain so. Their chiefs are Medicine Man, White Bull, Little Shield and Black Bear. The balance of the tribe stay south on the South Platte and Arkansas Rivers.

All the Indians are liable to become hostile, under the influence of the bad one. In many of the chiefs I have full confidence, but the young men and warriors are liable to be led away.

The bands are very much broken up, there being many head men, and no chief with anything like general or supreme authority."

I had brought General Conner from Utah to Denver to take command of the columns that were to move against the Indians north of the North Platte. I immediately sent a reconnoissance under Colonel Moonlight from Ft. Laramie with James Bridger as guide. They were to penetrate as far north to the Powder River as possible and ascertain where those Indians were located. There had come into Ft. Laramie, Little Thunder and Spotted Tail with about 200 lodges. They both admitted they had been at war but claimed they were forced into it by the Cheyennes. They also claimed the Sioux wanted to make peace but were afraid to come in fearing they would be massacred.

During Moonlight's reconnoissance, the force at Laramie captured a band of Indians encamped ten miles east of Laramie, including Two Face, and Black Foot, both Sioux Chiefs of the Ogallallas. They had

as a prisoner Mrs. Eubanks and her little daughter whom they claimed they had purchased from the Cheyennes. Mrs. Eubanks gave information of the whereabouts of Black Foot and the village, and a party of Indian soldiers started to bring them in; The village was found about 100 miles northeast of here on Snake Fork and compelled to surrender. Black Foot and his companions were placed in the guard-house with the others, making six men in confinement. Both boasted that they had killed white men and that they would do it again if Col. Moonlight let loose, so concluded to tie them up by the neck with a trace chain, suspended from a beam of wood, and leave them there without any foothold. The property that was captured was six U. S. Mules, 3 U. S. Horses, 5 mules not branded. On Two-Face was found \$220 in greenbacks, which I gave to Mrs. Eubanks; also \$50 taken from another of the band. Mrs. Eubanks was captured by the Cheyennes on Little Blue last December, where her husband was killed along with several others. She was treated in a beastly manner by the Cheyennes and was purchased from them during the winter by Two Face and Black Foot. She was in a wretched condition when she was brought in, having been dragged across the Platte with a rope--Two Face riding his pony through the floating ice and dragging Mrs. Eubanks through the water. When she got into Laramie she was nearly naked and told horribl stories of the cruelty and barbarity of the Indians.

The Indians had commenced coming down on to the North Platte and committing depredations and on May 21st they attacked the Deer Creek camp station and on May 23rd the Sweet-water Bridge Station, driving our telegraph operators away.

On May 22nd, a band of Indians got on to the line between Ft. Leavenworth and Kearney, attacking one of our trains and we lost two men killed and six wounded. We were uncertain whether these were the northern Indians or a small band of Pawnees which we knew were out stealing.

On May 26th the Indians attacked the Black Bridge Station on the North Platte river and on May 28th they attacked a herd of cattle near there, but were driven off with considerable loss.

On May 27th, about 100 Indians attacked the St. Mary Station on the North Platte and succeeded in setting fire to the buildings. The garrison consisted of five men and they retreated to an old well where they remained until the night of the 28th, when they escaped to the South Pass. On June 2nd, they got on the South Platte line west of Laramie and as the troops moved out they found the Indians had forced the troops at Stage Creek Station, at Pine Grove and Bridger's Pass to leave. The ^{troops} had concentrated at Sulphur Springs Station where they made a stand and drove the Indians away. On the 8th the troops struck about 100 of the Indians and after an hour's severe fighting were forced to retreat. Measures were taken immediately to reoccupy this line and the stages were only stopped for a day or two.

The Arkansas Valley overland route was under the charge of Gen. Ford. The military there immediately came in conflict with the Indians Agent, headed by Col. Leavenworth. The Government had sent out a commission to try to treat with the Comanches, Kiowas and Southern Cheyennes. Senator J. R. Doolittle was at the head of this commission. On May 31st, he wrote the following letter to the Hon.

James Harlan:

Ft. Larned, May 31, 1865.

We arrived here this morning. We found Gen. Ford in command of the District of the upper Arkansas, under orders from Gen. Dodge to commence active hostilities against the Indians. The Cheyennes, Arapahoes, Kowas and Comanches who are all south of the Arkansas and said to be confederated together. They number some 5000 to 7000 warriors, are well mounted, the greatest horsemen in the world, and in a country they have held for hundreds of years, and if we must have war we must have at least 5000 mounted troops and there will be an expense of from 25 to 50 millions of dollars.

As yet no great amount of bloodshed has taken place except the treacherous, brutal and cowardly murder of Cheyennes on Sand Creek; an affair in which the blame is on our side. It is that affair which combined all these tribes against us. And why not? They were invited to place themselves under our protection. The sacred honor of our flag was violated, and unsuspecting women and children murdered, and their bodies horribly mutilated and scenes enacted that a fiend should blush to record.

We found Col. Leavenworth at Cow Creek and have brought him along with us here. Gen. Ford made an attempt to cross the Arkansas but failed-lost some of his stock. His pack mules were worn out. We met them on their way to Fort Riley to recruit. The pack mule driver stated that so far from getting anything from the Indians they had run off a lot of our mules and horses. If he had succeeded in going over he would perhaps have been beaten and compelled to retreat, as Kit Carson was beaten last winter in his expedition gotten up by Carleton against the Comanches. Kit had 300 or 400 veteran California troops, but the Indians whipped him and he was glad enough to retreat."

At this time, the city of Leavenworth were trying to open up what was known as the Smoky Hill route to Denver but I discouraged this until I ascertained exactly what the result of the Peace negotiation of Doolittle and others would be and I did not have the troops then to occupy both the Arkansas Valley and the Smoky Hill routes.

On June 3rd, Col. Ford received the following order from General A. D. McCook, one of the peace commissioners:

"Until Major General Pope can be heard from, you will suspend the contemplated campaign against the Comanche, Kowa, Cheyenne, and Arapaho Indians; this with view to making peace with these tribes establishing them upon reservations south of the Arkansas and East of Fort Bascom."

General McCook had no authority to issue this order and as soon as it reached General Pope, he repudiated it and wired me to do as I thought best about sending forward Col. Ford's command. As the expeditions had been stopped, I thought before ordering it forward again, I would wait for the result of the Peace Commission.

Up to this time, I supposed I had only to deal with the Indians north of the Platte and the Powder River country. General Sulley was to have moved from Ft. Rice to attack the Sioux that were known to be concentrated at the north point of the Black Hills but on June 3rd, I received a dispatch from Major General Pope saying in "Consequence of the stampede in Minnesota, it had been necessary to send Sully's command to Devil's Lake. You must, therefore, deal with the Indians in the Black Hills and establish the post at Powder River."

In order to do this, I immediately arranged to send Col. Cole of the 2nd Mo. Artillery, and the 12th Missouri Cavalry, about 1000 men in all, to go to Omaha and move from there by way of Loup Fork and along the East base of the Black Hills to attack those Indians and General Connor arranged to move Lt. Col. Walker of the 15th Kansas from Ft. Laramie with about 500 men and pack animals along the West base of the Black Hills--the two to meet and join somewhere on the Little Missouri River.

On June 6th, I received the following dispatch from the War Department:

Washington, June 6, 1865.

"The following order dated May 10th, 1862, was sent to Brig. Gen. Blunt: The Sec. of War directs that you take steps without delay to have the trespassers moved from the land ceded by the Delaware Indians to the Leavenworth Pawnee and Western Co., Lt. Thomas A.A.G. at the request of the Sec. of the Interior. Copy of this order was sent March 17th, 1865 with the following endorsement: Respectfully forwarded to Gen. Pope to enforce the within order. Signed, W.H. Halleck, Maj. Gen. Chief of Staff. The above is forwarded in accordance with the request in your telegram of yesterday."

In carrying this order out, the military came in conflict with the Civil Authority and I reported my action in relation to the matter to Gen. Pope and asked instructions as follows:

Ft. Leavenworth, Kans., June 5, 1865.

Major-General Pope@

The Secretary of War sent an order to me, I think through your headquarters, to remove all trespassers on the Delaware Reservation in land of the Union Pacific Railroad. The order was very stringent. General Mitchell proceeded to remove them, and several residents, one man named J. Dally, returned after being removed, and resisted. He was arrested and is now waiting trial. Judge Brewer, of district court, served writ of habeas corpus on me to appear and show cause of detention of the person Dally. I appeared today, and made answer as follows: Under General Orders, No. 315, War Department, 1863, the person named in this writ is detained by me as a prisoner, under authority of the President of the United States. Judge Brewer says that the answer is not sufficient, does not recognize the Secretary of War, but says I must answer under what clause of the proclamation of the President he is held (see last part of first section of President's Proclamation, General Orders No. 315) and has given me until tomorrow noon to amend my answer. If I do not amend, they propose, of course, to arrest me. I wish to avoid this, though I am advised that my answer is sufficient. Please advise me if I am, and what clause shall I state he is held under. You are aware, if I quote any clause and they should prove he is not held under it, then I am personally amenable. This is an important case. If the man is released, we can't carry out the order of the Secretary of War. There are some hundred trespassers who have ~~had to be removed~~, and who are all interested. I went to the court, saw the judge, and informed him I was disposed to comply with all orders of court and not to fight it; that I would consult you and make final answer tomorrow. Don't fail to answer tomorrow."

General Pope answered as follows:

St. Louis, June 6, 1865.

"My opinion is that whilst you had a perfect right to ~~reject~~ intruders on Indian Reservation and arrest them if they persisted in returning, it was equally binding upon you to turn them over to U. S. District Court for trial as soon as possible after they were arrested. I think the laws of Congress on the subject plain. I sent your dispatch, however, to Washington and requested an answer today. I may possibly not receive one in time for you, if not you had best act as I first suggested. You cannot be held accountable for the arrest."

I reported the final result of the controversy to General Pope on June 8th as follows:

Ft. Leavenworth, June 8, 1865.

"In compliance with the directions of the Maj. Gen. Commanding, I have the honor to report, that on my arrival here the enclosed writ marked "A" was served on me. I find the prisoner was in our possession, being held for the purpose of turning him over to the U. S. District Court. He was arrested for violation of the enclosed order marked "B" was put off the Reservation, returned and when the troops undertook to put him off the second time he resisted.

To the writ, I made answer, in accordance with instructions in Gen. Orders 315, A.G.O., 1863, and as endorsed on the writ, Judge Brewer of State District Court of Kansas, held that my answer was not sufficient that I must state under what clause of the Proclamation he was held by us, deserter, drafted man or for committing a Military offence; and desired me to amend my return. I consulted the best legal advice I could find, but could not decide fully under what clause he was held, nor whether his was really a Military offence as designated in the Proclamation, but rather than amend the return I had information filed with the U. S. Marshal: Took the prisoner to court; turned him over to Judge Brewer, and then had the Marshal arrest him on complaint of the Officers making the arrest. I did not desire to give the court any hold upon me in an amended answer, and preferred if they would not accept my first answer that no record should be made that they could quote hereafter. The delivery of the prisoner avoided this. There are some 300 trespassers on the lands; and all our efforts to keep them off are defeated. The only way to carry out the order effectually, is to burn all the houses and punish those who resist the U. S. Forces. The order does not contemplate the burning of houses, and as nearly all decrees of courts here are in favor of the settlers, I do not consider myself authorized to do this.

I have instructed Officers hereafter as soon as arrests are made to file information and have the prisoner turned over immediately to the U. S. District Court."

On June 10th, I wrote General Connor as follows:

Ft. Leavenworth, June 10, 1865.

I have been here three weeks pressing forward troops to you. 1000 go as you request, by Loup Fork, 2000 will march direct to Julesburg, followed by others, and they are all well equipped. I sent a week ago some 600 horses, I cannot get any more for sometime as I have to remount all the cavalry that comes to me. I have applied for two regiments of infantry and no doubt they will be furnished. I am confident supplies are going rapidly forward. In the location of a Post on Powder River, have in view the holding in check of the Indians, the feasibility of obtaining forage, hay, wood, &c, and its position in reference to a route of travel to Montana either from Fort Laramie or some point East, as well as the roads coming west from Mo. River. You are aware that such a road is being surveyed up the Niobrara; also that an appropriation exists for such a road from Fort Laramie to Virginia City up Powder River and Big Horn. You, of course, understand that we settle the Indian troubles this season and at such time as you consider it proper and for the interest of the Govt. you can make an informal treaty for cessation of hostilities, appointing some place of meeting of Indian Chiefs for having a full understanding with them and myself or such person as the Govt. may designate will go there. You must be the judge when it is proper to do this, and the Indians must be given to fully understand that after hostilities cease, any act of robbery and by their people will precipitate our whole force on them. It is my opinion before this is done they should be made to feel the full power of the Govt. and severely punished for past acts.

You are, however, on the spot and are the judge of what is for our interests. If there are any really friendly tribes, you can do all in your power to keep them so, and if necessary may order them to rendezvous at such place as you deem proper and sustain them as you deem best. All traders and ^{un}authorized parties should be kept away from the Indians and no outrages perpetrated upon them.

If any agreement is made with any or all of them, see so far as we are concerned that it is fully and rigidly lived up to on our part, that no excuse can be had on their part for breaking it.

That you may fully understand what movements of troops against Indians are being made south of you, I give you the information. There will leave here this week a regiment of cavalry to go out on the Republican about due south of Plumb Creek to protect the surveyors finishing up Govt. Surveys in that part of Kansas. They will scout the entire country thoroughly and will be ordered to advise Fort Kearney of any movements of the Indians toward the Platte. An exploring party of 200 men will leave in two days, going up the Smoky Hill route to Denver following that stream to its head, scouting each side fully. General Ford has put a post just north of his district, near north bend of Republican and near Fort Riley and Fort Kearney road in vicinity of Chalk Bluff and Salt Marshes. He will also move in three columns south of Arkansas against the Comanches, Kiowas and other bands in that direction."

All the troops that were being sent to me to go on to the plains were veterans who claim they were entitled to their discharge at the end of the War and a great many of them deserted. A regiment would be sent to me from the War Department, stating that they numbered 600 and when they arrived, there would not be more than two or three hundred, so they were charging me up with troops which I never received.

On June 9th, General Pope wrote General Grant as follows:

Hdqrs. Mill. Div. of the Missouri,
June, 1865.

Lt. Gen. Grant, Chicago:

The difficulty about the troops sent here consists in the fact that the larger part of the cavalry come without horses, and many of them go out of service in July and August. The order requires the immediate muster out both of dismounted cavalry and of cavalry whose terms of service expire September 30. The discharge of men in Michigan Brigade only leaves two regiments. The whole brigade only brought 600 horses; 200 of these were unserviceable. I got from Cavalry Bureau 900 horses. The Brigade needed, 2,300. I am discharging all troops coming under orders for discharge, except those actually in campaign on the plains. These could not be replaced, as they are on the march hundreds of miles beyond the settlements. I hope Indian troubles will be settled by September 1, when all, except necessary guards along Overland Route and at posts in the Indian country, can be discharged. I think the Brigade which you have ordered here, if it comes with full number of horses, will be enough. The force sent to Arkansas is enough to enable us to complete discharges. There are no more horses here, and I understand no expectation of any. Twelve hundred men of Michigan Brigade have not yet reached here; detained somewhere east; will write you fully on this subject.

On July 13th, I received notice from Major General Carleton, Commander of the Department of New Mexico that Mr. Moore whom he had sent to the Comanches and Kiowas for the purpose of making peace, had returned. The Indians stripped him and sent him back; they declared they intended to attack every post on the south route; that they had delivered the white woman which they had captured to the Mexicans; that they will not and did not want peace with us and notified all troops to leave.

On July 12th, W. P. Dole, the Indian Commissioner, made the

following report to Secretary Harlan:

Dept. of the Interior,
Office Indian Affairs,
June 12, 1865.

John James Harlan,

Secretary of the Interior:

Sir:- I have the honor to acknowledge the receipt, by reference from you, of the letter from Hon. J. R. Doolittle, U. S. Senator, and chairman of the Select Committee to Investigate Indian Affairs, dated at Fort Larned, May 31, furnishing valuable information as to the pending hostilities with the tribes of the southern plains and making suggestions as to a method of obtaining peace. Upon this subject you desire a report from this office. I do not hesitate to express my entire concurrence with the views expressed by Senator Doolittle as to the practicability of avoiding, by a friendly and just treatment of the Indians, the enormously expensive military expeditions against them, and particularly with his suggestions as to the duty of atoning to the Cheyennes for the wanton slaughter of their people made by the troops under the direction of Colonel Chivington last year. By the letter of Colonel Leavenworth, under date of May 6, recently transmitted to you for your information, it appeared that the Comanches and a portion of the Arapahoes had kept their promise of avoiding the Santa Fe road, and by his letter of the 10th of May he makes the same remark as to the Kiowas. From the tenor of Hon. Mr Doolittle's communication, I conclude that the expedition of General Ford was, to that date, fruitless in fact a failure; yet it appears that more troops are being sent to that quarter, in great part composed of infantry, and the result, if this policy is continued, will probably be a grand failure, at great expense to the Government. It certainly does seem to be the dictate of humanity, justice and good policy in a case like this, when the Indians desire peace, where a portion of them have been shamefully treated by officers and soldiers under the flag of the United States, and where a vast expense of money and perhaps of life can be saved by such a course, that negotiations should be opened with them and the military expedition made to depend upon the success or failure of negotiations. I have constantly entertained the idea that on every consideration it is better for all parties that we supply the simple wants of the Indians than fight them; but from somereason unknown to me-- some radical difference in the views of most of the military commanders in the West and this office as to the treatment of the Indians--our efforts are to preserve or to restore peaceful relations with this unfortunate people are constantly thwarted. If the visit of the Congressional committee to the frontiers and the information and suggestions furnished by them shall result in the establishment of a more peaceful, and, as I believe, a more humane and just policy, I shall be highly gratified and hope for permanent quiet upon the borders and lasting good to the Indians,

Very respectfully, your obedient servant,
W. P. Dole.

This report of Mr. Dole was carrying out the policy of Mr. Doolittle who claimed that the Indians campaign would cost the Government from fifteen to twenty millions of dollars and that peace could be easily made. I enclosed the communication from Gen. Carleton to General Ford on the 15th, telling him what Col. Moore had done and instructed him: but received no answer, "Unless you have assurance that you will hear from these tribes in a few days, you will move against them, whip them and close the war so far as they are concerned. After this is done, you are authorized to enter into an agreement for peace and agree upon a place for me or such persons as the Government may choose to meet them." On the same date, General Ford wired me that the coach going

West from Cow Creek was attacked by 100 Indians a short distance from the station. The men fought until re-inforced from the station then drove the Indians to the river killing and wounding 15. It was plain to me that these Indians were simply playing with us, first making peace propositions to Col. Leavenworth that reached Doolittle, then sending their force into the Arkansas Valley to attack us. *While Doolittle and Dole were writing letters, at same time the Indians were busy.* On June 17th, the Indians attacked Ft. Dodge, Larned, Zarah and Ellsworth but were defeated at all places by the troops. General Ford wired me that Lt. Jenkins in his fight punished them very severely, killing 13 warriors. He captured a lot of robes, blankets, camp equipment etc. Capt. Skull of the California Cavalry, who came from New Mexico enroute to Ft. Riley in charge of 246 wagons from Ft. Bent reported having a fight with 60 or 70 Indians on the Arkansas which lasted three hours; and also reported having another fight with about 50 Indians within 15 miles of Ft. Dodge. Lt. Herbert of the 5th U. S. Vols. in charge of a herd of cattle were attacked and also a Mexican train. Lt. Herbert defeated their attack upon him and reached the Mexican train in time to save 175 wagons and 150 head of loose stock. After these reports went to Washington, they again sent out orders for us to pay no attention to the Pease Commission but to attack the Indians.

The time of service of General Ford's regiment having expired, he was mustered out and Major General Snaborn who had been under my command in South-west Missouri was transferred to Ft. Riley. I gave him the following instructions:

St. Louis, July 1, 1865.

It is the desire of the Government to settle the Indian difficulties this season. You will therefore push your troops into their country and fight them wherever and whenever you meet them. You will allow no outrages of any kind to be committed on our part; we must fight them honorably, capture their villages and property and at the first opportunity make an informal treaty with them for a cessation of hostilities, appointing a place where I or some one else designated by the Government can meet and confer with them. My idea is that these Indians must be punished and made to ask for peace and that treaties made must not be on the grounds of paying them for peace, but with the understanding that it is for their safety and their only means of preservation. Keep your troops on the move and so long as these Indians insist upon hostilities, give them no rest; but the moment you consider peace can be made, make an effort to get the Chief's together for that purpose and when hostilities do cease see that we, on our part, live faithfully up to the conditions to which we agree.

Col. Leavenworth, Indian agent for the Comanches, is now trying to get an interview with them and you will learn what success he has had by the time you reach your district.

Bvt. Brig. Gen. Ford will turn over to you my former instruction and orders in relation to trains, &c; also insturctions for putting up hay. You will carry out the arrangement with General Carleton in regard to escort etc.

Instruct your chiefs of staff, to keep a full and proper amount of supplies. This must not be neglected. You will probably have about 7,000 troops to supply.

Keep me informed by telegraph or otherwise of all matters of importance in your district."

Maj. General Sanborn made proper arrangements to carry out these instructions and was very successful in driving the Indians from the Arkansas Valley.

The Indians who had been captured along the North Platte, some 2000 in number, had been concentrated at Fort Laramie. It was my desire to take them away from so close communication with the Indians at war and I issued an order to have them sent down to Fort Kearney. These Indians were sent forward by Col. Moonlight in charge of two companies there of the 7th Iowa Cavalry and followed down on the other side of the Platte and band of unfriendly Indians who kept in communication with them and when they got about 60 miles south of Laramie, the Indians, a little after day-light, revolted, attacked their escort, killed Capt. Foutze and four soldiers wounded. They killed four of their own chiefs who refused to join them; fifteen Indians were killed and the rest fled north taking their ponies, women and children and leaving their camp equipage in our possession.

Captain John Wilcox of the 7th Iowa Cavalry, who was present, made the following report in relation to this attack of the friendly Indians:

"I have the honor to report that in compliance with special orders from Major Mackey, commanding post Fort Laramie, Capt. W. D. Foutze, 7th Iowa Cav. in command of his company (D), and small detachments of companies A and B of the same regiment, in all four commissioned officers and one hundred and thirty-five enlisted men, left Fort Laramie on the 11th day of June 1865 en route for Julesburg, in charge of 185 lodges of Sioux Indians, numbering in aggregate from 1500 to 2000 persons. Among them were an organized company uniformed by Government and under command of Charles Ellison, who had for some time been entrusted with the supervision of the entire Indian encampments near Fort Laramie, and who was entrusted with 70,000 rations for those Indians on the march to Julesburg. The Indians were all well armed with bows and arrows, and most of them with fire arms also. They were ostensibly quite friendly and expressed themselves as being pleased with their removal. Nothing of interest transpired during the first three ^{days} of the march, except signal smokes by Indians north of the Platte by day and reputed conferences by night between them and the Indians in charge of Capt. Foutze. On the evening of the 13th, Capt. Foutze and command encamped for the night on the east bank of Horse Creek and the Indians pitched their tepees on the West Bank. Late in the evening, the Indians had a dog feast and 382 warriors sat in secret council. On the morning of the 14th, reveille was sounded at three o'clock A. M. and the order of march announced to be at five. At sun-rise, I was ordered by Capt. Foutze to proceed with the advance guard (Cos. A and B Detachments) two miles on the route of march, then halt and wait till the wagon train closed up on rear of the advance guard, and the Indians in rear of the wagon train, then to move forward in this order and column of march. Just as the wagons were closing up, I heard the rapid report of fire arms to the rear; believing it to be a revolt and attack by the

Indians and knowing the great disparity in numbers against us, as well as the fact that Capt. Foutze's family, the family of Lieut. Triggs, and Mrs. Eubanks and child (late rescued Indian captives) being with us, I determined to first prepare for defence or warfare, and had the wagons corralled in the best possible shape, and the teams unhitched from the wagons and put inside the coral and the men in line outside ready for action.

In this condition, I awaited orders from Capt. Foutze. A messenger coming up shortly after, reported that Capt. Foutze had gone across the creek to hurry up the Indians and was shot and killed by them, and that the Indians were then fighting among themselves. I immediately dispatched a messenger on the fleetest horse to communicate with Fort Mitchell and the telegraph office, distant 18 miles (Messenger was closely pursued by Indians.) The rear guard (Co. D.) coming up, I demanded of Lieut. Haywood why he did not stand and fight the Indians, he replied that his men had no cartridges and that his Captain had refused to issue them stating that they would not be needed. Ordering him to have his men fill their cartridge boxes immediately, I ordered Lieut. Smith and Triggs in command of 65 men to hold the corral, to keep the stock securely hitched within, and keep the men in line outside, and dig rifle pits near the corral in a manner defensive from all approaches, while I and Lieut. Haywood with 70 men mounted on best horses, (the horses were all very poor from hard service, without forage but few were serviceable) repaired with all possible dispatch to the scene of the action. Passing over the late Indian encampment, we saw the body of Capt. Fonte dead, stripped and mutilated. The Indians had fled two or three miles to the Platte. The squaws and papooses were swimming the river on ponies, and the warriors on their war horses were circling and maneuvering in array. supposing that a part of the Indians were really friendly, and would join us in subduing the rest, I charged on after them. We overtook and passed a few squaws and papooses whom I forbade my men to injure or molest. These returned. When within 600 yards of the enemy, I halted my command in line, and sent the interpreter Ellison to the front, to signal and tell all who were our friends to return and they should not be harmed, but all were hostile and with one hideous yell charged upon us. I dismounted my men and deployed a line of skirmishers to the front with long range arms to receive them, when within 300 yards the Indians opened fire upon us, my men answered them promptly with a volley that repulsed them in the front, but more than a hundred were dashing by each flank and closing in the rear, while from the Hills to our left, they were bearing down like an avalanche upon us. Seeing that we were assailed by more than five hundred warriors (they had evidently been largely reinforced during the previous night) equally armed and better mounted than my little squad, I thought that to stand, be surrounded and cut off from our defences and ammunition would involve the entire command in indiscriminate massacre, as well as the capture of the train and animals. Deeming "prudence the better part of valor" I remounted my men and fell back to our defenses by skirmishing to rear and flanks, and only returned by desperate skirmish fighting for the distance of over four miles, many of my men having entirely emptied their cartridge boxes of ammunition during the engagement. The Indian flankers were in advance of my command from the time we fell back till the opening fire from my rifle pit sent them howling to the rear. After replenishing the cartridge boxes with a fresh supply of ammunition and finding that the Indians would not fight us behind our defences, I with Lieut. Smith and 50 men (all I could mount on serviceable horses) went after them again, hoping to detain them till we could be reinforced, but after following them nearly three miles, we saw them in vastly superior numbers, forming in front and coming over the hills to our left and rear, evidently intending to entrap and overwhelm us away from our defenses. Not being strong enough to attack them in open field, we again retired taking with us our scalped and mutilated dead on the battle field. Capt. Shuman, 11th Ohio Cav. arriving promptly with reinforcements at about nine o'clock, I mounted every serviceable horse and mule and went for the Indians again with sanguine hopes, but the reinforcements were too late, their families having gotten across the river, we had the mortification of seeing the warriors in following, then ascend the opposite hills and tauntingly beckon us to follow, which was impossible in the face of a superior enemy in the swimming stage of the river. In their flight, the Indians abandoned all their lodges and loose plunder, which I ordered

burned and destroyed. On the battle field was a powder keg, which had recently been broken open by the Indians, and a few pounds of powder still remained. The supposition is that it was brought into camp the previous night by Indian allies. From the number of Indians known to be killed in the engagement, we estimate their loss at from 20 to 30, most of whom they threw into the river in accordance with their superstitious notions of their dead falling into the hands of the enemy. Our loss was four killed and four wounded.

Receiving a dispatch from Col. Moonlight to cross the river, and join him in pursuit of the Indians, I attempted the crossing at two different points on the 15th, but the river being wide and coursed with alternate channels that swam and bars of quicksand that mired, I abandoned the crossing as impracticable, after the drowning of two horses and a mule, and the dragging to shore of two men, one of them Capt. Shuman, nearly drowned in attempting to cross. Receiving a telegram from Gen. Connor on the 16th to report immediately with my command at Julesburg, I respectfully report his order obeyed."

AS soon as the news got to Fort Laramie, Col. Moonlight started out with what mounted force he had to head off or capture these Indians. He crossed the Platte and followed them some 100 miles north, was careless with his stock and the Indians discovered it and during the evening turned back, surprised him and drove off his stock and he and his troops had to walk back to Ft. Laramie. He was immediately relieved and mustered out of the service for his carelessness.

This attack satisfied me that there were really no friendly Indians. The Government was getting very nervous over the Indian campaign and the cost of it, they not having any real knowledge of what was going on, and from the fact that the troops they were sending us never reached us. General Grant wired General Pope in relation to it. On June 20th, I sent General Pope the following dispatch:

St. Louis, June 20, 1865.

Referring to Gen. Grant's dispatches in relation to the great cost of keeping cavalry on the plains, it is proper for me to state what action has been taken and orders heretofore given in the matter.

All cavalry take only short rations of forage for the first few days march, after which they subsist the animals entirely upon grass.

At Ft. Laramie and the upper posts, our stock is so poor and the grass so scarce and bad that we are obliged to issue some forage. This we also have to do in the mountain parts. The forage being sent out is husbanded carefully at the posts for extraordinary emergencies and in the fall and winter.

I have forwarded mowing machines to all the posts and given instructions to all the commanders for the troops stationed at posts and depots to put up sufficient hay to keep all stock on the plains and even extra supplies to meet emergencies liable to occur. This will be done by detail and will cut off one of the greatest outlays, as hay at these posts cost \$20 to \$50 per ton. My district commanders have assured me that it can and will be done.

All corn needed on the plains will, of course, have to be taken there. #

On June 9th, I sent Gen. Pope the following dispatch:

Ft. Leavenworth, Kans. June 9, '65

"I do not think it desirable to send any troops up here whose term of service expires before October 18. We cannot get them on the plains and back before their time expires. I have ordered a regiment

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out of Missouri to replace those in Michigan Brigade. I would like Second Ohio fitted out, but Captain Coryell says he has not got horses to fill requisition for Michigan Brigade. Let him fit that Brigade out first."

No attention was paid to this. They kept on sending the regiments to me, but very few of them were of use to me. I received a great number of applications from the Colonels ^{and enlisted men} asking to be mustered out and on July 17th sent the following reply to Colonel Malone of the 7th Kansas:

St. Louis, July 17, 1865.

I have received a long petition from your regiment praying to be mustered out of service. Inform the signers that as soon as the troubles on the plains will admit, I have no doubt Government will order them mustered out but now in this great emergency on the plains it is impossible to spare any troops, especially as good and experienced ones as the 7th Kansas. As soon as the present emergency on the plains has passed away, I will take great pleasure in adding them to be mustered out. Say to them that we are retaining some regiments who were entitled to be mustered out, under orders from the War Department, such is the emergency demanding their services."

Nothing that we could do could convince the veterans who had come from the Civil War that they were not entitled to their discharge at the end of the war and they were dissatisfied and really only the five regiments known as the "Reconstructed Rebs and the Cavalry that was on the plains before the war was ended were of much use to us.

My official report from December 2nd to July 18th is found in the War of the Rebellion Records, Vol. 44, Part I. page 335.

On July 25th, Col. Leavenworth reported that four Kiowa men and four women arrived from the south on the 18th inst. That they were a delegation from the Comanches, Kiowa, Arapahoes, Apache and Cheyenne tribes to ^{ask} for peace and ^{they} stated that all the tribes are ready to comply with the President's wishes and that the war on their part is at an end and that our trains and wagons may travel safely and that chiefs of the respective tribes will come at once and arrange for a General Conference. I was in doubt as to how much weight to give this report and whether the interest of the Government required us to suspend operations. General Sanborn was ready to move a column so as to reach these Indians in a few days. I instructed him to move with a column as heretofore directed and if he could conclude an armistice with these Indians or make any arrangements for the purpose of making peace, to do so. If not, to fight them. I told him that I had no faith in their continued faith in their

continued application for peace, that it had been this way for three months and that they were continuing to rob and steal and that if they were in earnest, let them deliver the stolen Government stock and property; they must also agree to control their entire tribes, keep off of our lines of communications, desist entirely from any act of hostility and that the Government would send persons to make a permanent peace with them at such place and time as could be agreed upon.

1865

On July 26th, I received a dispatch from an officer accompanying the surveying party of the wagon road from Sioux City up the Niobrara to Montana; he reported they were about 100 miles north of Ft. Laramie; had met no Indians and had heard of none. They reported the Niobrara route as impracticable for a good wagon road.

1865

On June 27th, 2000 Indians of different tribes, attacked the ~~Platte~~ River Bridge Station. To deceive the troops at this station, they first attacked a Mormon train that was coming down the North Platte River, some eight or ten miles West of this Station. There were about 250 troops at the Station and Lt. ^{Casper} _{Collins} of the 11th Ohio Cavalry, with 40 men went out to the rescue of this train and when about one-half way there, they were ambushed by about 2000 Indians. Collins made a very brave fight but was killed with 25 of his men and 9 wounded. The Indians retreated, west, tearing down the telegraph lines and destroying the wires. ^{while he and his party were killed it saved the train} A note was picked up by a white man ^{written} _{who was a prisoner} which said the Indians do not want peace but are fighting all the

time; that we had killed one of their chiefs in a fight and they were going to destroy the telegraph and that they expected reinforcements. The body of Lt. Collins was horribly mutilated; his hands and feet were cut off and his heart torn out. He was scalped and had over 100 arrows in him. Young Collins was in his twenty-first year; the only son of Col. Collins who commanded the 11th Ohio Regiment of Cavalry. ^{The town of Casper is now located at the Platte Bridge and was named after Lieut. Casper Collins.}

I received a dispatch from General Pope telling me the conditions in Washington and the anxiety to decrease the expense on the plains, and saying, "please dispense with every man you can in your command. I wired him on the 29th as follows:

Ft. Leavenworth, July 29, 1865.

Maj. Gen. John Pope,
St. Louis.

I shall leave here next week, but it is useless for me to start until I get our stores en route and some of them begin to reach their destination. General Connor is laboring under great difficulty. His troops are mutinous- demand their discharge. Stores that should have been at Laramie six weeks ago are stuck in the mud, and the columns here started out half shod and half rationed. There is not one foot of the road but what we have a guard ~~near~~ ^{at} our trains, and it uses up troops beyond all conception. Every regiment that has come here so far has been dismounted or horses unserviceable. There is one regiment here now that has staid here six weeks for horses, and the prospect of getting them is about as good ~~now~~ as it was ~~then~~. I have not horses enough to mount even an escort, but we will overcome it all if it will only stop raining and let us have a few weeks solid road.

On the 28th I wrote Gen. Pope recommending that the change of base should be made in the spring for the forwarding of supplies on the plains from Ft. Leavenworth to Omaha so as to use so much of the Union Pacific road as should then be built and have temporary shelter at the end of the track for storing supplies; stating that in the spring the road would probably be within 100 miles of Ft. Kearney, while from Ft. Leavenworth it was ~~275~~ miles, and this saving of distance would save about \$4000.00 to the Government during the year. The road to Fort Leavenworth to Fort Kearney had almost ~~been~~ ^{been} impassible most of the season while the road from Omaha had been fairly good and freighters had been able to move without difficulty. There had been reports coming in from the Republican and Smoky Hill Valleys of parties of Indians there and I ordered Gen. Stohlbrand who was in that territory and protecting Government surveys, to send scouts up each of these streams and ascertain what Indians, if any, were near them. All the contractors who were freighting for the Government on the plains had failed to comply with any of their contracts. They were one and two months behind. They had been in the habit of making their deliveries whenever they pleased and paid no attention to our emergencies. I had made numerous complaints and asked authority to arrest them and proceed against them and on July 31st, General Pope directed me to proceed against them in accordance with Section 16 of the Act of Congress, approved July 18, 1862. I immediately gave the Judge Advocate instructions that as soon as they returned from the plains to arrest and prosecute them.

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On August 1st, I received the following letter from the Hon. James S. Rollins, Member of Congress from Missouri:

"As an humble citizen of the State of Missouri, I beg to express to you, the sense of gratitude and admiration which I feel, for the very satisfactory manner in which you have conducted our military affairs during your administration here. I believe you have received, as you were justly entitled to, the commendation of all our thoughtful people.

I do not today know, for I never inquired, as to your political status; I do not know whether you are a conservative or a radical, in the Missouri acceptance of these terms. But whether the one or the other, I am pleased to say that your military administration of our affairs, has been marked by fairness, by prudence, by energy, and by wisdom, and for this, as you are about to leave the State, I tender to you the homage of my sincere and grateful thanks."

I received a great many letters from citizens and others of a similar character, everyone in Missouri seeming to appreciate the policy that we had ^{Adopted} ~~made~~ for the purpose of turning that State over to the Civil authorities and when the work was done, they saw what a simple matter it was.

On August 1st, General Pope answered the many complaints coming from Washington in relation to the troops and supplies on the plains, in the following letter:

Hdqrs. Dept. of the Missouri,
St. Louis, August 1, 1865.

Col. R. M. Sawyer,
Asst. Adjt. Gen., Mil. Div. of the Miss.
Colonel: I have the honor to acknowledge the receipt of your note of yesterday inclosing copy of dispatch from the General-in-chief to Major General Sherman in relation to the forces in the department and the requisitions made for the supplies at Fort Leavenworth. The instructions contained in these communications have been sent to Major-General Dodge, with directions to comply with them. In reply to several orders from me, requesting him to reduce the forces under his command to the lowest possible limit, and to reduce expenses as much as it was possible to do so I received from General Dodge a reply, a copy of which is herewith inclosed. It is proper to remark that the Quartermaster and Commissary depots at Leavenworth, as also in Saint Louis, are under the immediate orders of the Chiefs of those departments in Washington, and not in any manner under the control of military commanders in this region. The depots at Fort Leavenworth are for the supply of all forces west and south-west of that place, including New Mexico, whether in this department or any other. The stores sent from Leavenworth, therefore, are very much larger than are required in this department, and no requisitions from any officer serving in this department should be filled from those depots without first being approved by the chief quartermaster and chief commissary for supplies of any kind from officers under my command shall be made, except upon the proper officers at these headquarters. An order from the War Department to the officers in charge of these depots to furnish no supplies unless requisitions are first approved at the Headquarters of the departments needing them, will probably effect a considerable reduction of issues. I recommend that such an order be made.

Note 1

In relation to reduction of forces on the plains I present the following statement and suggestions: All the tribes of Indians east of the mountains, and many west, are in open hostility. They attack the mail coaches, emigrant trains, and small posts continually. The United States is required to protect the great overland routes passing in several directions through this great Indian region. Protection is thus required along 3,500 miles of road, nearly all of which lies in an uninhabited country, and yet over which are daily passing the U. S. Mails to the territories and the Pacific, crowds of emigrants, and great trains of supplies for the mining regions, as well as individuals and small parties of travelers. The threatened difficulties with the Mormons in Utah also demand attention, and the civil officers appointed for that Territory by the Government, as well as the citizens of the United States now there and going there, absolutely need military protection to enable them to remain in the territory at all. This condition of affairs certainly demands a considerable military force, if the Government means to assure security of life and of property to emigrants across the plains and to settlers in the newly opened territories. The Indian question is the most difficult, and I confess I do not see how it is to be solved without an entire change of the Indian policy which has hitherto been and must, under the laws, now be pursued. The development of the rich mining regions in the territories of itself has attracted great throngs of emigrants and their number has been tenfold increased by the necessary results of the late civil war. Thousands of families who have been disloyal or have been sympathizers with the South have, since the conclusion of the war, found it difficult, if not impossible, to continue to live at their homes, and have left the States of Missouri, Arkansas, Southern Illinois, Kentucky, and no doubt other southern States to make their permanent homes in the new Territories. Many thousands of men who have been discharged from the Army are also seeking the mining regions. A surprising emigration has been going forward ever since the opening of spring and seems still to flow on without cessation. Not alone, or even generally, are the great overland routes pursued by these great throngs of emigrants. Every route supposed to be practicable is explored by them. They make highways in every direction across the great plains and drive off or destroy the game. No part of that great region, however inaccessible, escapes the prying eye of the gold seeker, and no route which promises discoveries of value or in any manner shortens his routes of travel is neglected. Of course, neither the movements nor the conduct of these parties can be controlled. // No man except themselves can say what wrongs they do to the Indians by robbing, by violence, or by dispossessing them of districts of country which they have occupied unmolested for centuries, yet the United States Government is held responsible if any danger is incurred by them or any loss of life or property sustained anywhere in the vast and remote region they are traversing. (What the white man does to the Indian is never known.) It is only what the Indian does to the white man (nine times out of ten in the way of retaliation) which reaches the public. //

The Indian, in truth, has no longer a country. His lands are everywhere pervaded by white men; his means of subsistence destroyed and the homes of his tribe violently taken from him; himself and his family reduced to starvation, or to the necessity of warring to the death upon the white man, whose inevitable and destructive progress threatens the total extermination of his race. Such is today the condition of affairs on the great plains and in the ranges of the Rocky mountains. The Indians, driven to desperation and threatened with starvation have everywhere commenced hostilities against the whites, and are carrying them on with a fury and courage unknown to their history hitherto. // There is not a tribe of Indians on the great plains or in the mountain regions east of Nevada and Idaho of any consideration which is not now warring on the whites. // Until lately the U. S. Troops, small in number and utterly incapable on that account of affording security to the whites or protection to the Indians, have been strictly on the defensive. Lately large re-enforcements have been sent to the plains, and several expeditions have been organized which are now moving against the Indians in the hope to restore peace, but in my judgment with little prospect of doing so, except by violent extermination of the Indians, unless a totally different policy toward them is adopted. The commanding officers of these expeditions, as also the commanders of military posts, on the frontier, have orders to make peace with the Indians if possible, and at the earliest moment that any peace which even promises to be lasting can be made. The difficulty lies in the fact that we can promise

the Indian under our present system nothing that he will ask with any hope that we can fulfill our promise. // The first demand of the Indian is that the white man shall not come into his country, shall not kill or drive off the game upon which his subsistence depends, and shall not dispossess him of his lands. // How can we promise this, with any purpose of fulfilling the obligation, unless we prohibit emigration and settlement west or south of the Missouri River? So far from being prepared to make such engagements with the Indian, the Government is every day stimulating emigration and its resulting wrong to the Indian, giving escorts to all parties of emigrants or travelers who desire to cross the plains, making appropriations for wagon roads in many directions through the Indian country, and sending out engineers to explore the country and bands of laborers to construct the roads, guarded by bodies of soldiers. // Where under such circumstances is the Indian to go, and what is to become of him? What hope of peace have we when by these proceedings we constantly are forcing the Indian to war? I do not know of any district of country west of the Mississippi where the Indian can be located and protected by the Government and at the same time support themselves, as is their custom. I explained all these difficulties very fully in the conference which was had between the Secretaries of War and the Interior, General Grant and myself. //

It is idle to talk of making treaties of peace with the Indians when not even an unmolested home in the great region which they claim can be promised them with any sort of certainty that such a promise can be fulfilled. The very soldiers placed to protect the limited district which the Government alone could protect against the incursion of white men would render it impossible for the Indian to maintain himself in the only manner known to him. // It is useless to think of the Government undertaking to subsist large bodies of Indians in remote and inaccessible districts. Whatever may be the abstract wrong or right of the question, all history shows that the result in this country must inevitably be the dispossession of the Indian of all his lands and their occupation by civilized men. The only practical question to be considered is, how this inevitable process can be accomplished with the least inhumanity and the greatest moral and physical benefit to the Indian. We are surely not now pursuing such a course, nor are the means used becoming to a humane and Christian people. // My duties as a military commander require me to protect the emigration, the mails, and the settlements against hostile acts of the Indians. I have no power under the laws of the United States to do this except by force. This necessity demands a large military force on the plains, which will have to be increased as the Indians are more and more driven to desperation, and less and less able to protect the game, which is their only means of life. The end is sure and dreadful to contemplate. // Meanwhile, there is, so far as my power goes, nothing to be done except what is being done, and if this condition of affairs demands considerable military force and heavy expenditures, they must either be accepted by the Government or the troops must be withdrawn and the plains again given up to the Indians. It would probably not be difficult to make such a peace now with the Indians as has been the custom in times past, but useless to do so unless we can at the same time remove the causes of certain and speedy renewal of war, when by withdrawing our forces we will be far less prepared for it than now. These treaties perhaps answered the purpose (thought I think they were always unwise and wrong) so long as the Indians continued to occupy the greater portion of their country, and the war only involved small encroachments by whites on its borders. Hitherto, the process of dispossessing the Indian of his lands, although equally certain, was far slower and far less alarming. // Today we are at one grasp seizing the whole region of country occupied by the Indians and plunging them without warning into suffering and starvation. Treaties such as we have made with them in times past will no longer answer the purpose. I have presented my views on this subject and suggested what seems to me the proper course to be pursued so fully and so often to the War Department, and have so frequently urged the matter upon the attentions of the Government, that it seems unnecessary and hardly consistent with official propriety that I should reiterate them in this manner. // I only do so now because the telegram from the General-in-chief, which I enclose to you, seems to indicate dissatisfaction that so many troops are employed in the Indian country. Either a large force must for a time be kept there, or we must furnish insufficient protection to our citizens in that region. //

It is hoped that during the present season the expeditions now marching against the Indians will be able to inflict such damage upon them that they will prefer to undergo much wrong and suffering rather than again break out in hostilities. This is a cruel process, but the only one which under the present system seems to be in my power. I will withdraw and muster out of service all the troops I possibly can from day to day, and by the close of this season, I will endeavor to reduce to much less force the troops serving on the plains. // It is proper for the Government, however, to realize that owing to the changed condition of affairs on the plains, arising from the rapid developement of the mining region and the great emigration to and rapid settlement of the new territories, a much larger force will for a long time be required in that region than we have heretofore considered necessary. // The remotest stations of these troops and the necessity of hauling in wagons from the Missouri River all supplies needed for them, renders the protection required and demanded by the mail service, the emigration, and the remote settlements an expensive undertaking, the propriety of which must be determined by the Government itself. The military commander ordered to furnish such protection has only to carry out his orders in the best and most economical manner. I trust I have no purpose except to perform my duty in this matter and in this manner. // I have assigned Major-General Dodge, well-known and most efficient and careful officer, to the command of all operations in the Indian country west and south of the Missouri River, with orders to reduce forces and expenditures as rapidly as it is possible to do so. His subordinate commanders are men entirely familiar with Indians and Indian country. //

In conclusion, I desire, if it be consistent with the public interests, to be informed upon two questions, in order that I may act with more full understanding of the purposes of the Government: First, Is it designed that such military pressure be kept upon the Indians that small parties of adventurers prospecting the plains and mountains in every direction, and in the most remote and uninhabited regions of the country, will be unmolested by Indians, whatever such parties may do or wherever they may go? I need not say that protection of so general and universal a character will require a large military force, which will be mainly needed to protect the Indians, by watching these white men and preventing them from committing acts for which the Indians will assuredly retaliate. Is the commander of this department responsible for hostile acts of Indians against such parties? Second. In case ~~t~~ treaties of peace, such as have been usual, are made with the Indians by the proper officers of the Indian Department, and the troops withdrawn from the Indian country in accordance with such treaty, is the army commander to be held responsible if the Indians violate the treaty and renew the war? In short, is the army to be made responsible for every murder or outrage committed on the great plains by Indians or white men, who are officially at peace according to the records in the office of the Commissioner of Indian Affairs. When there is divided action, as is the case now in the managements of Indian Affairs, there should be divided responsibility. Army commanders are very willing to be held responsible for military operations under their immediate command, but they are not willing and ought not to be held responsible for breaches of treaties made by other departments of the Government which they did not approve, yet to terms of which they are obliged to conform. If these questions which are respectfully asked can be answered without official impropriety the question of troops needed in the Indian country and attendant expenses can be easily settled.

I am, Colonel, respectfully, your obedient servant,

John Pope,

Major-General Commanding

General Pope referred to the letter written by me which simply showed the number of troops I was providing for under the orders of the Government, which was for the Northern routes; those ^{protecting} the North Platte and the South Platte, ^{Routes} 12000 men in all. This included the three columns then marching towards Powder River and the Yellowstone to attack the Indians concentrated there.

This included the troops which would occupy Utah, taking care of the southern lines and the forces against the Southern Indians, including subsistence was provided for the route to New Mexico, 7000 men in all. The desertions of the troops had reduced these numbers very materially, although supplies had come forward for them. We had to get the supplies for the troops one year in advance. My operations in the spring were greatly hampered because there was no forage or supplies and it was impossible to get them on the plains in mid-winter. If we succeeded in making peace with the southern Indians, the force on the southern route could be reduced to two or three regiments.

Gen. Connor in answering General Pope's dispatch from Horseshoe on July 31st, says: "I fear they do not understand, in Washington what the necessities of the service are here. I require a great many more supplies than I have troops as the nature of the service keeps troops moving from posts far distant from each other and it is impossible to move stores in the winter. Unless we can end this war this Fall, this force will have to be kept up or the white people leave the country."

It seemed as though everything was against us. There had been terrible rains all over the plains and the rise in all the streams was such that it was impossible for us to ford them. We lost nearly thirty days in this way.

How all this trouble about supplies on the plains, troops, etc. came about is plainly seen in Sec. of the Navy, Gideon Wells' Diary of the Reconstruction Period, from which the following extracts are taken:

Tuesday, August 8, 1865.

Meigs
1
Stanton submitted a number of not material questions, yet possessed of some little interest. Before the meeting closed the subject of army movements on the plains came up, and Stanton said there were three columns of twenty-two thousand troops moving into the Indian country, with a view to an Indian campaign. Inquiry as to the origin and authority of such a movement elicited nothing from the War Secretary. He said he knew nothing of the subject. He had been told there was such a movement, and Meigs had informed him it was true. Grant had been written to for information, but Grant was away and he knew not when he should have a reply. The expenses of this movement could not, he said, be less than \$50,000,000. But he knew nothing about it.

Friday, August 11, 1865.

The question of the Indian war on the plains was again brought forward. No one, it appears, has any knowledge on the question. The Secretary of War is in absolute ignorance. Says he has telegraphed ~~me~~ to General Grant, and General Grant says he has not ordered it. McCulloch wanted to know the probable expense--the numbers engaged, etc. Stanton thought McCulloch had better state how many should be engaged--said General

Pope had command. Harlan said he considered Pope an improper man-- was extravagant and wasteful. Thought twenty-two hundred instead of twenty-two thousand men was a better and sufficient number.

This whole thing is a discredit to the War Department.

Tuesday, August 15, 1865.

Stanton says there is to be a large reduction of the force which is moving against the Indians. That by the 1st of October the force will be about 6,000. That large supplies have gone on, but they can be divided or deflected to New Mexico and other points, so that they will not be lost.

Friday, August 18, 1865.

Senator Doolittle, and Mr. Ford, who have been on a mission to the plains, visiting New Mexico, Colorado, &c. had an interview with the President and Cabinet of an hour and a half. Their statement in relation to the Indians and Indian affairs exhibits the folly and wickedness of the expedition, which has been gotten up by somebody without authority or the knowledge of the Government.

Their strong protestations against an Indian war, and their statement of the means which they had taken to prevent it, came in very opportunely. Stanton said General Grant had already written to restrict operations; he had also sent to General Meigs. I have no doubt a check has been put on a very extraordinary and unaccountable proceeding, but I doubt if an active stop is yet put to war expenses.

The complaints about troops supplies

I answered these on August 2nd, in the following letter to

General Pope:

Ft. Leavenworth, Aug. 2, 1865.

note
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I am in receipt of your dispatch of the 31st inst. in regard to mustering out troops, reducing expenses &c. I do not understand fully what the meaning or intention is, but I suppose the Government thinks we are incurring unnecessary expense, and using more troops than are needed. These troops have just been sent me from the East, transported at large expense thousands of miles to operate against the Indians. I have just gotten them well on their way into the Indian country, and now it is asked that they be mustered out. If it is the intention of the Government to muster these men out, it would have been far better to have done it before we made our arrangements to fight the Indians, and thereby have saved the immense expense of transportation and derangement of our plans.

It seems that Government does not appreciate the magnitude of the difficulties on the plains that we have had to overcome, and with which we have had to contend. 1st. Last spring, we did not have a serviceable horse on the plains. Every man here had to be remounted.

2d. We were almost out of stores of all kinds. 3d. The troops called for were sent in June dismounted, dissatisfied and mutinous. The press throughout the West encouraged them, and the State authorities protested against their going on the plains. The result is that about one fourth have deserted, so that of the troops sent me from the East, I have not got more than three fourths for service. The force may look large on paper, but it is very small in the field when you contemplate the ground it has to cover, and the work it has to do.

Now that I have the troops well under way, got subsistence stores enroute to feed them and am just getting matters where we may hope for decisive results as the fruit of our efforts, the orders come to muster-out.

note
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The troops on the plains have heard of these orders and dissatisfaction increases. Two regiments mutinied openly, absolutely refusing

to go out to fight. In all my experience in the Army, I never have labored more earnestly or worked as hard as I have to bring about a successful issue with the Indians, and I assure you it seems a most thankless job. // I desire that the Government may understand that it has either got to abandon the country west entirely to the Indians, or meet the War issue presented. If the latter, I submit, if it is not better to use the forces and means in readiness and make quick work of it than to weaken our forces and drag along from year to year at a largely increased loss of blood and treasure. There are about fifteen thousand warriors in open hostility against us on the north, and about ten thousand on the south. Against these I have had to organize columns that were each strong enough to take care of themselves offensively, while at the same time I have had to hold troops enough to guard three thousand five hundred miles of overland route; every coach (daily) and every train must be guarded, even a days delay bringing complaint that we are not protecting the mail-lines.

I submit, if under these circumstances Government will not think more troops should be on the plains than less. I believe I appreciate as fully as any one can, the importance of speedily settling our Indian troubles, of reducing our expenses and of bringing everything to a peace basis, and in all of my operations I have refused to buy a horse, mule or wagon; I have wasted weeks to pick them up wherever I could find them, and have been delayed greatly thereby. I have turned out my own soldiers to build bridges washed away by the floods; to put up our own hay; to build shelters for our stock, and in fact every way I could possibly think of, endeavoring to avoid and reduce expenses.

Gen. Grant will, I am satisfied, give me credit for never calling upon Government for troops or of urging any expense except what was actually necessary, since I have been in the service, and I most certainly do not propose to begin a career of profligacy now. The moment I think it safe to let a regiment go, I will muster it out. If Government considers the forces too large or the expenses too great let it indicate who shall be discharged, and how expenses shall be cut down. The requisitions that have come in from the plains have appeared enormous, and I have cut them down as much as I dared to do.

The Officers of the Quartermaster's and Commissary Departments on the plains should know what is required, and they complain that I am crippling them. Government does not take into consideration that never before have we had so extensive a war on the plains—never before have we had one half or one third the country that we now have to protect; never before have the Indians been allowed for eighteen months to have their own way, to murder, rob and plunder indiscriminately and successfully without check or hindrance (until within the past three months) and never before has there been so large and such a perfect combination of hostile Indians on the plains, so well armed and supplied as now. They seem confident of success, fight well, and believe today that one Indian is enough to whip five white soldiers. It takes almost man to man to whip them, and will until the conceit is taken out of them by severe chastisement. If we cannot conquer them this summer and fall, we must this winter; that is I hold that now that we have got after them, we should not stop, summer, fall or winter, until they are glad to sue for peace and behave themselves. I am confident we can strike some of them now, and in the winter I know I can catch them all. They are now on the War-path and are not making any provisions for winter; are not hunting, planting, laying in meat, or in any way providing for the future as they usually do; the consequence will be that we will in the fall and winter have them at great disadvantage.

I am in hopes, however, that the matter will be settled before winter. Be that so or not, I have made provisions for carrying on the campaign in winter.

In all these matters, I supposed I was carrying out the instructions and intentions of the Government. I certainly have concealed nothing, but have endeavored to fully inform and press upon the attention of Government the magnitude of these operations, and difficulties attending them. I have often fully presented my views and plans in this matter, but if Government now differs with me, it has only to indicate its policy and wishes for me to carry them out to the best of my ability.

The amount of trade and traffic seeking its way across the Plains is doubling every year. This year it is immense. // Five thousand teams per month having crossed. // The development of the mines

indicate its rapid increase yearly. My understanding is that this travel must be protected at all hazards, as thus far this year it has been.

I enclose, herewith, a copy of my statement showing the amount of supplies that have been, or will be sent to the plains, which is much smaller than the amount called for by the commanding officers on the plains. I leave heretomorrow for Fort Laramie, to give my personal attention and supervision to affairs, and will be on the ground where I can have personal knowledge of all matters there. I shall leave no stone unturned to bring matters to an issue and the war to a successful end.

All I ask is that Government be patient with us; not ask us to do too much in too short a time. Let it consider, as it should, that operating fifteen thousand troops on the plains, requires more labor and care than to operate one hundred thousand where there is water and railroad communication and a settled country, &c."

The fact of the matter is they don't seem to have had, in Washington, or any place else, any knowledge of the actual conditions of the matter and when one reads the Records and the conflicting dispatches and orders that came to us, first pushing us every day to drive the Indians off of the lines to protect the Stage Stations and the Telegraph lines, the trains, every time a newspaper from the West would ^{print} a telegram of the depredations of the Indians, the Members of Congress would go to the White House and then we would receive a telegram, and as soon as we could get well into the field, and were getting to the enemy's territory, so that the Indians were leaving our lines, then came the cry to stop. It was most disconcerting and discouraging and while neither General Grant, Sherman or Pope could stop it, they got as long a time as possible to let me finish the campaign to the Yellowstone, but a limit was put to it, that everything must stop by October 15th.✓

Commanded
Our troops heard ^{of} these orders and a great many of them mutinied. A portion of the 16th Kansas at Ft. Laramie Mutinied when the other troops took two howitzers, double shotted, with orders to open with them with grape and canister, they weakened and the ring leaders were placed in irons. The desertions from the army were carrying off and selling Government property, which we detected and I immediately issued the following order:

All persons are warned against the purchase of any Government property &c from any soldier or citizen. The only persons authorized to sell Government property of any description are the officers of Staff Depts. to which it pertains, and then not until they receive property authority from the General Commanding, or their proper chiefs.

The U. S. laws are stringent on this point, and the punishment severe, and in all cases officers are instructed to proceed against all persons in the U. S. Courts, who are guilty of purchasing Govt. property in violation of the law, or in any way inciting soldiers to desert, or dispose of Govt. Property in their possession or harboring deserters,

furnishing the clothing or committing frauds of any kind on the Govt.

All citizens are required to report to the nearest commanding officer by letter or in person, the sale, theft, or disposal of Govt. Stock or property by soldiers or citizens."

On August 12th, I received a copy of a statement that General Meigs had made to General Pope in relation to the requisition for supplies on the plains, which there was absolutely no truth in--where he got his information, it is impossible for me to tell, but I think the officers counted, ^{as} being issued, all the supplies called for for all the troops that were sent to the plains and I answered General Pope as follows:

Omaha, August 12, 1865.

If Genl. Meigs or any one else believes any such stories, I don't wonder they were scared. When I got to Ft. Leavenworth, I cut down all the requisitions largely and sent you a list of what had gone on the plains. I then issued orders direct to Capt. Murphy and Col. Potter, instructing them to send no more stores on the plains without my order; this I suppose they are obeying. Lt. Col. Simpson, Asst. Com. Gen. was there at the time and we should have cut them down more but they had all gone. You have a list of the amounts to each Post, Govt. did not indicate to me until after I got to Ft. Leavenworth, and after the stores had gone forward, the force they intended to keep there; but my understanding was, that they wanted their troubles settled this summer, but to make preparations to hold the over-land and telegraph routes all winter and get in supplies sufficient for my operations, and I deemed it my duty to put in supplies for about 10,000 men east of the mountains, which I did. The supplies for Utah were a separate consideration and I consulted you before they were allowed to start, and I understood Govt. agreed to it. They were subsequently cut down to 2500 men. On your telegram of about July 28th, the requisitions from the plains were filled by depot officers without revising them.

I suppose from the fact that it had not been usual to do so, and none of the supplies coming on the plains when they should have done, forced Gen. Connor to turn supplies shipped to Kearney, Cottonwood and Denver to supply his troops at Laramie; this becoming known at these posts they made additional requisitions to supply those taken by Connor.

The Depot and Commissary and Q. M. made requisitions to meet these additional ones from the Plains, which made the amount much larger.

I stopped all of these requisitions and it caused me to scan more closely all of them. The supplies for southern routes were sent forward for six months only, and for troops then in the field. I believe that there would be enough left to supply all that could venture on that route for one year. I have no return of the troops on the plains you know, and if Govt. has any such idea as you mention, I trust you will correct it; all I ask is to have them look at my official reports, my orders, &c. and if I have disobeyed them I am not aware of it.

Gen. Grant telegraphed for us to go on and carry out the plans in Indian affairs as we had proposed. I have not even done that on account of the large number of troops discharged or who were deserters. I could not stand any to Utah or west of Green River.

If Gen. Meigs had consulted the Staff Officers at Fort Leavenworth he would have found my orders, and must have known that I cut down the requisitions on freights several millions of pounds.

Your orders have been or will be obeyed to the letter. I think you will say that so long as I have been under you, I never tried in any way to evade an order or instruction, but carried it out in its letter and spirit. I don't want to go West to look after matters with the Government holding any such ideas as you state, for every thing that I should do would be looked upon with a prejudice to me.

The amount of troops in General Connor's Columns (not one hundred men in any one column) I do not think will amount to 2500. The rest are stretched along the routes. There are about 500 going up Republican, two hundred up Sandy Hill Fork, and the three columns under Gen. Sanborn about 500 strong each. Supplies larger than was actually needed at any sub-post had to be put in as in quick movements at these stations, we had to be able to supply detachments on the move after Indians, as we have not the transportation to take them from one depot to another.

The only supplies of corn called for on the plains was submitted by Col. Potter to Gen. Meigs before it was contracted for, and approved by him. The other Q. M. supplies are for a less number of troops than commissary supplies ever sent for."

Many of the troops sent me and landed at Ft. Leavenworth, and were started on the plains, we never got one day's service from. They were ordered mustered out by the same authorities which ordered them to me and included the following regiments--the 14th, 15th and 32nd Illinois Infantry; the 3rd Massachusetts Cavalry; 14th Pennsylvania Cavalry; 12th Tennessee Cavalry; 11th Indian Cavalry; 7th Kansas Cavalry 5th Michigan Cavalry; 9th Wisconsin Battery; Independent Colorado Battery ; 11th Kansas Cavalry; 15th Kansas Cavalry, 3rd Wisconsin Cavalry, 14th Missouri Cavalry; 2nd Colorado Cavalry. These troops. when they reported, their rolls showed that they represented about 7000 men present but there was nothing near that number, only 3500 of them were present when mustered out. This shows plainly what real knowledge they had at the War Department as to how matters are being handled on the plains and how little attention was paid to our letters; it also shows what I had to contend with in trying to get organized columns with a force sufficient to insure success when we met the Indians. Most of the troops used in the campaign had to march from Ft. Leavenworth nearly to the Yellowstone River, over one thousand miles.

August
On ~~September~~ 12th, I sent the following dispatch from Council Bluffs to General Pope :

"I get off today and will straighten matters on plains. It seems to me all the rascals in the West are combined to swindle the Government. My staff officers at Fort Leavenworth report great amount of swindling there and in Kansas. It is done by stealing Government stock and in every conceivable way. I have picked up over 100 stolen horses and mule here, and there appears to be a ~~careful~~ organization extending clear to Denver and to Missouri. They entice men to desert, to sell the Government property and then assist them in getting out of the country. Is General Elliott going to Kansas? A wide-awake officer should be in command there, and ought to be on the ground soon. Do I understand your dispatch to mean that no requisitions are to be filled on my approval?

On August 15th, as near as I could calculate, I had left in all my departments 7700 cavalry and 2100 Infantry and of this force 1200 cavalry and 1000 infantry term of service would expire before I could utilize them in the field. I had over 3500 miles of mail and telegraph

line to keep open beside the five columns of troops that were in the field. Of this force, I don't suppose there was over 6000 men that were absolutely available for duty.

No Start
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On August 12th, I left Council Bluffs for the purpose of going on to the plains to look after everything personally. I had sent my head-quarters outfit from Ft. Leavenworth direct. ^{to Fort Kearney} I had invited the Hon. John A. Kasson, member of Congress from my district in Iowa, to accompany me and he joined me at Council Bluffs; also my brother, Mr. N. P. Dodge and Brig. General James A. Williamson who was still on duty in my department. We staged it from Omaha to Ft. Kearney and arrived there on August 16th. I wired General Pope from there "that this depot is in good condition; troops in good discipline but the detachments scattered along the road guarding the over-land coaches are not in good condition. It is impossible to keep up good discipline when troops are so scattered, many of the detachments necessarily under non-commissioned officers. The stage company will not run a coach unless we guard it over every mile. The moment they lose any stock, they draw off coaches and we run them, so that the mail has never been stopped; for instance the case from Camp Collins to Halleck, which I have now gotten to running again, with troops enough to keep the route secure." Reports from troops moving up the Republican and Smoky Hill show no Indians in that country, so that they are all north or south of our two overland routes. This guarding stages is terrible on stock."

On the 15th of August, Major General Sanborhn met the chiefs and head men of the Comanches, Cheyennes, Apaches and Kiowas at the mouth of Little Arkansas River and with them entered into a written agreement for the cessation of hostilities and for a meeting to conclude arrangements for a perpetual peace to be held October 4th at Bluff Creek, about forty miles south of the Little Arkansas. General Sanborn thought this would end hostilities south of the Arkansas. Upon receipt of this dispatch, I immediately sent orders to reduce the force in Kansas and on the south route to two regiments of Cavalry and one of infantry, which was carried out as rapidly as possible.

On August 17th, I left Fort Kearney--my party consisted of my brother, N. P. Dodge, Gen. James A. Williamson, who entered the service as Adjutant of my regiment, the 4th Iowa. Mr. Horton, brother-in-law of General Pope, and my staff; Maj. McElroy, Inspector General; Capt. J. A. Bennett, A.A.G., Captains G. E. Ford and Edward Jonas, A.D.C., and Dr. Johnson, Assistant Surgeon and my telegraph operator. Gov. Alvin Saunders and O. P. Hurford of Omaha accompanied us to Fort Cottonwood. My escort was made up from soldiers of the 21st N. Y. Cavalry and one company of the 14th Pennsylvania Cavalry under Captain Bennett, both from the Army of the Potomac. Our train consisted of 12 four-mule wagons and two ambulances. We left Fort Kearney about 10 A M., marched 21 miles and camped on the banks of the Platte. Everyone in camp took a bath in that river. The road was lined with ox and mule teams loaded for Denver.

On August 18th, we marched thirty-five miles, starting at 6 A. M. We passed the graves of Mr. Marble of Council Bluffs and others who were killed by Indians while freighting from Council Bluffs to Denver. We reached Plum Creek station at noon where I spent two hours using the telegraph line. We camped on the Platte River about 8 miles east of midway station.

On August 19th, we marched up the Platte Valley, which is ten to fifteen miles wide here and reached Fort Cottonwood and camped near the post, receiving a Major-General salute of 13 guns. I had named this post Fort McPherson after my commander who fell at Atlanta, on July 22nd, 1864.

I was acquainted with this ground because it was here that my father in 1859 and 60 had a store and looked after our trains crossing the plains. We made this a half way station to lay up our lame stock and to trade with emigrants for their crippled stock. I looked over this country pretty carefully for the purpose of seeing what the ravines produced in the way of timber which we could use in building railroad. I found its ravines contained a great deal of cedar but it would only be fit for telegraph poles. The country about here is inviting, the river near and the islands covered with grass and timber; two years before a band of Sioux was camped here and one half of them died of smallpox, and they buried them by depositing their bodies in the cottonwood trees and there were the remains of many still there.

On the 21st, we marched to Fremont Springs, 33 miles. The bluffs here are high and steep and come down to the river. On the 23rd, we marched 33 miles, to within four miles of Butte Station. I found here one of the old mountain men, Leon Palladay, and employed him as a guide to go with me. He knew the country between the Platte and the Arkansas River. The weather was very hot, the country very monotonous, a flat valley without any trees or hills, with the trains of the freighters and emigrants in view. For twenty miles, we were not out of sight of them. On August 24th, after marching fourteen miles, we reached Julesburg. Here I received General Pope's order #20 dividing up the country west of the Missouri River into districts. The portions in my command, the district of Kansas, was placed under Gen. W. L. Elliott, with headquarters at Ft. Leavenworth; the district of Nebraska under General Frank ^{Fort} Wheaton, headquarters at ^ALaramie; the district of Colorado under Brevet Major General E. Upton, headquarters at Denver; District of Utah, under General P. E. Connor, headquarters at Salt Lake City.

These commanders were sent to their different commands but had no control of the troops in the field and were all subject to my orders. I recommended that General Sanborn should be made one of the commissioners to treat with the southern tribe of Indians, which appointment was made.

There was nothing left at Julesburg; the Stage station had been burned and the scattered houses which were left were exposed to Indian attacks. The new stage station was protected by troops. Up to this point, we had passed numerous ranch homes, located at or near the stage stations. They were built of poles covered with sod and dirt and with sod roofs. The ranchers kept stocks of goods to trade with emigrants and freighters. The ranch home of ~~Jack~~ Morrow, a noted plainsman, 12 miles west of Cottonwood was a fine three-story home, built of logs with a number of out buildings. It is near the joining of the North and South Platte

rivers, and is a prominent place on the overland route to Denver.

I received a telegram here from Col. Swayer's wagon-road which was surveying a route for a wagon road from Sioux City to Montana party reporting that they had been attacked by the Indians. Capt. Williford in command of Co. C and D of the 5th United States Vol. Infantry and Co. B of the 1st Dakota Cavalry Vols, which was the volunteer escort to this wagon road outfit, reported that when within 20 miles of Powder River, it was ascertained by their guide that it would be impossible to advance further in that direction on account of the roughness of the country; consequently, we retraced our steps and on the day of our retreat, we were attacked by several thousand Indian warriors, who kept us corralled nearly four days and nights, fighting through the day, and at night would withdraw to commence hostilities again at early dawn, but finding every effort to capture our train and massacre its defenders only resulted in their loss of many killed and wounded braves, they abandoned the siege and left us to pursue our journey to a point sixty miles farther south, where we struck General Connor's trail on the 22d instant, and encamped. On the 23d, our command was found to be only fifteen miles from Fort Connor, and received orders from General Connor to report at that point and from there on Col. Kidd of the 6th Michigan Cavalry furnished the escort of the party. Col. Sawyer undertook to strike straight across to the north end of Big Horn Mountains. I had informed him before they started that they must keep to the south end of the Black Hills and strike Powder River well up towards its head but they thought it would be possible for them to make a much straighter road and endeavoring to do this, got into difficulty; had to retreat and take the route that I had informed them the mountain men said was the only practical one. Captain Williford does not state that it was through his taking command of the expedition when they got into trouble that it was saved.

Col. Sawyer tried to treat with the Indians and held parleys with them and fed them but they only looked upon that as a weakness and lived up to no agreement that they made with him.

On August 24th, we spent the day at Fort Rankin, a well located and protected post held by two companies of Infantry.

On August 25th, we marched from Julesburg, 35 miles up Lodge Pole Creek, ^{fording the South Platte River.} I received here the report of Lt. Fitch on the Smoky Hill Stage and ~~and Butterfield Express~~ route to Denver. I had sent him by direction of the government, instructions to examine this route. His report is as follows:

Ft. Leavenworth, Aug. 25, 1865.

The advantages of the Smoky Hill route over the Platte or the Arkansas must be apparent to any body. In the first place, it is ~~116~~ miles shorter to Denver, making 232 miles on the round trip and emigration like a ray of light, will not go around unless there are insurmountable obstacles in the way, and in this case the obstructions are all together on the Platte and the Arkansas.

Aside from the difference of distance in favor of the new route, you will find no sand on the Smoky Hill route, whilst from Julesburg to Denver, a distance of 200 miles the emigrant or freighter has a dead pull of sand without a stick of timber or a drop of living water save the Platte itself, which is from three to five miles from the road and when it is taken into consideration that a loaded ox train makes but from 12 to 14 miles a day, and never to exceed 16, it will not pay, and will double the distance to drive to the Platte, the only water in the country for the purpose of camping, and all will admit that the Platte waters are so impregnated with alkali as to render them dangerous to water stock from it, and the carcasses now lining the road along the Platte near evidence to the destructive qualities, whilst on the new route not a particle of this bane can be found.

Another advantage of the new route is that on the Platte from the Junction to Denver, a distance of 85 miles hardly a spear of grass can be found to help hide the sandy desert like appearance of the route whilst on the new route an abundance of fine buffalo and gramma grass can be found all the way, and the near approach to the mountains does not seem to affect it, as all kinds of grass can be found from one end of the route to the other.

On the new route we saw no signs of Indians or in fact any signs later than last fall. This can be accounted for from the fact that the Platte and Arkansas routes being so heavily garrisoned, Indians with their natural shrewdness will not wedge themselves into a strip of country entirely surrounded by Government troops.

In addition to the advantages above enumerated, the new route is located throughout its entire length, along and directly parallel to the Central Pacific Railroad, which is now running daily trains as far as Lawrence, 40 miles west of the Missouri River, and I have been confidently informed that the cars will be running as far as Topeka, the State Capital, this fall which will shorten the stage route over the new line 60 miles, making the distance to be travelled by coach only 524 miles of 176 miles less than by the Platte and 276 shorter than the Arkansas, as it is 600 miles from Leavenworth City or Atchison to Denver by the Platte and 800 by the Arkansas.

Further: Should emigration ever increase to such an extent as to cause scarcity of timber, nature has beautifully supplied the Smoky Hill with an abundance "Boise de Vanhe" which is always cheerfully used by the tired emigrant in preference to cutting timber for a fire."

Smoky Hill

As soon as the stages were placed on this [▲]route, I stationed troops at two or three points on it so as to protect it to the Colorado line.

On the 26th, we marched four miles up Lodge Pole Creek and turned directly north to Muddy Springs where Col. Collins had fought a two day's battle; thence to Larvens Fork, near Court House Rock, a stream of pure, cold water, it being fed by cold springs, a distance of forty miles, twenty-eight miles without water. We passed through the Mud Spring country and came to what the Indians know as Pumpkin Creek, which was a beautiful stream with a valley three miles wide, with high precipitate bluffs with chimney rock in view about twenty five miles off. The trail over which we had come was bordered with sun-flowers. The country north of Lodge Pole is filled with cactus and sage-brush.

On the 27th, our march was along the North Platte. The bluffs were picturesque monuments made by the wind. Chimney rock was a curiosity. After making 28 miles, we camped for the night at Ficklin's Ranch.

On the 28th, we passed Scotts Bluffs, towering up over one hundred feet and carved by the elements into every conceivable shape. We reached Fort Mitchell, a mud fort on the north bank of the Platte River commanded by Capt. Shuman. His wife was with him. We marched forty miles and camped at the Indian Agency, passing the ground where Capt. Foutze had his fight and lost his life. On March 29th, we reached Ft. Laramie and were received with a salute. I stopped at the head-quarters building, taking my meals with Major Bullock the Sutler. The country which we passed through was one vast plain of grass and sand and now and then a singular shaped bluff or hill rising out of it. We passed Court House Rock. It rises out of the valley 200 feet high; also chimney rock, a single shaft 385 feet high. It used to be 465 feet high but the lightning and rains have broken it off. It is a singular freak of nature. One must see the country to appreciate it--a strip 300 miles wide reaching from the British possessions on the north to the gulf on the south; apparently only fit for pasturage and a great highway to the Rocky Mountains beyond. Game is plenty. We often saw herds

of antelope, 100 in a herd, and generally kill one or two a day to keep us in fresh meat. There was no water along the route, except in the big streams, such as the Platte; all streams heading in the sedimentary rocks were dry so that people living in that country in an early day must live upon a big stream.

Walt
1

I found some Indians camped at Ft. Laramie; also several mountain men whom I knew and employed; one Nick Janis, a Frenchman, with a Sioux family, who was thoroughly acquainted with the country north of the Platte.

Ft. Laramie is located in the forks of the Platte and Laramie River on a high ~~long~~ of land and amply protected from Indians. Two large farm buildings old and weather worn face the parade ground. One cottage occupied by Major Bullock, and some fifteen adobe, one story buildings. Mrs. Connor the wife of General Connor was stopping at the post. Nick Janis, an old friend and guide and the Indians, camped here, gave myself and party a feast and peace smoke. The feast was in a large council tepee in the Laramie River Valley. With the aid of the sutler, they had wines and canned eatables, but the piece de ~~resistance~~ was in the center, a large pan of steaming soup. We sat on the ground around the center piece and everyone ate heartily, and after the wine had flown and the soup well partaken of, I took a large wooden spoon and turning up the delicacies in the big pan, caught a paw, held it up and asked Janis if it was a squealer, and he said, "no, no, a bow-wow." and Kasson, Williamson and Horton made for the outside of the tent and turned over to the outside canines, the part they had eaten. They could not stand the puppy soup. Janis had a fine attractive daughter by a Cheyenne wife and Maj. McElroy was greatly taken with her, but I put a stop to any serious intentions. The girl had fallen in love with the Major, who was a fine appearing officer. ✓

I received word here from General Connor that the Pawnee Battalion on August 16th discovered and surrounded a party of 24 Cheyennes returning from the mail road with scalps and plunder. They overtook them about 60 miles N. E. on Powder River and after a short engagement killed the whole party. The loss on our side was four horses killed; they captured 29 animals among which were 4 Government mules, 6 Government and 1 overland stage

horses, 2 Government saddles, a quantity of white women and children's clothing, 2 infantry coats, &c. This band of Indians had been down on the Ft. Halleck road; had attacked a small train and guard a Michigan troops, had captured their train and burned the escort, tying them to the wheels of the wagons. General Connor got word of this and knew the trail they would take north and put the Indians upon it. When they had the Indians surrounded, the leader of the band of Cheyennes saw that there was no escape for him and he marched up to Major North, put his hand up to his mouth and said, "We are ready to die; we are full of white men up to here." On one of these Indians was found the diary of one of the Michigan soldiers and in this an Indian, in his own sign language, had given a full description of his

trip, where he had left his band, where they had camped etc. These signs were such that one of our half-breeds could read them and gave us a history of the whole trip. I sent this diary to Washington. I regret, that I did not keep it, as it was a great curiosity.

Before we left Ft. Laramie, John A. Kasson who had been greatly impressed upon what he had seen on the plains, the conditions and the action of the Government, that he wrote the President the following letter:

August 30, 1865.

To the President:

From Ft. Kearney to Ft. Laramie I have marched in the saddle, gathering all the information possible from post and field Officer, from frontiersmen and others, touching public affairs in this region.

From this information it seems to me that the following conclusions are unavoidable. First: The Mormons are all indisposed, and many viciously hostile to the U. S. Government. Their leaders have tricked us upon contracts, are vindictive and treacherous. They insist upon putting their church above the State, and seek to expel all but Mormons from their territory by terror, and would ^{subdue} it by arms if they dared. They frequently have inspired the Indians to hostility and several times have committed outrages themselves and then charged them upon Indians.

There are valuable mines in their jurisdiction, whose development is of great importance. A strong force is needed there permanently to overawe them, and protect Gentiles. Gen. Connor is strongly approved as Commander of that district.

Second: Durable peace with the Indians can only be obtained by their prior and severe castigation. Neither justice nor money from us, only fear of us, will protect our people against their unspeakable barbarities. Women horribly ravished, men quivering under dissected bodies, and roasted in the fire of burning trains, and mutilated in a manner too brutal for description, as well as an insulted and defiled Government, call for a just vengeance before conciliation is accepted, much less tendered. Their just punishment and consequent peace, can be had only by following and fighting them at their villages, whether they always outrun us, and where they can be overtaken at a stand and severely whipped. The hunting season is rapidly passing and before December, they will be caught inevitabley, perhaps sooner. Yet, it is rumored, orders have gone to withdraw the Northern Expedition by some fixed date. It is severe punishment alone, that will keep them from the transit routes. Mere post defences along the route invite their raids, and inspire aggression upon the trains proportioned to the intervals between the posts; for it is notice to them of exposed points, upon which they can rush down from the neighboring bluffs, and on retreat easily escape our cavalry.

Third: Our finances for many years will be largely dependent upon the developement of the gold mines. An experienced mining capitalist estimates the production of gold from the central mines alone, in five years, if that interest is protected and encouraged, at five hundred millions per annum. The mines are the best hope for the restoration of Specie payments, for the reduction of current expenses, and of interest on the public debt. Machinery, provisions and supplies to the miners are indispensable to this result. These Indian troubles have enhanced the cost of these things enormously, nearly doubling the freight charges,

besides discouraging all new enterprises. The average freight this summer to all the mining regions supplied from the East has been about 18 cts. per pound, a formidable tariff added to cost of food, and of other supplies. Five miners for one, and twenty pounds of gold for one now, without opening new mines, will be the result of assured protection

and cheapened supplies.

Important as are the Overland Mail and Telegraph lines, they are a small interest compared with the surprising amount of commerce and transportation across the plains. We have vastly underestimated this interest in the East, and its relations to the finances of the Government. It demands the utmost energy in completing the Pacific Railroad at least to the mountains, and until then, justifies all needed expenditure to thwart the Indians in their attempts to break up its route of transit.

Fourth: General Dodge, Commanding active operations on the plains, fully understands the Indian character, habits, warfare and country as well as the vast importance of encouraging and protecting mining interests. He is energetic, vigilant, economical where economy is possible and as watchful of Government interests as any man I ever knew. I think Lieut. Gen. Grant will confirm that opinion. I am informed that he has all the supplies already on the plains necessary to complete his operations with all the force necessary. If this is so, is it not a censurable policy to put a few months pay of a very few regiments against a final and successful campaign? For true economy, for security, for a lasting peace, I earnestly urge upon you to take a personal interest in this Indian question, that the people may not hereafter reproach your administration with the responsibility of unnewsed brutalities that shock human nature, of the destruction or serious discouragement of the vast interests now in course of development, and with defeat by confederated Indians, after victory over confederated white rebels; all of which can be prevented by a few month's perseverance in efforts already inaugurated and previously approved.

Hoping to make fuller explanations when I see you in November, on this subject, I remain, Sir, Very respectfully and truly,

Your obdt. Servt, John A. Kasson.

I also received word here of the death of my friend Brig.

General Marce llus Crocker. We had been close friends ever since I had come to Iowa. He was stricken with a fatal disease during the War and knew it. He was a fine soldier, highly appreciated by General Grant, who often spoke of him and who tried to ameliorate his last days by giving him a command in New Mexico, thinking the high altitude might save his life. General Crocker saw that his disease had but one end and he went home and stayed until he passed away. General Williamson and Mr. Kasson both lived in the same town, Des Moines, and it was a sad day for all of us when we received the news.

Before leaving Ft. Laramie, I ordered mustered out the 12th Tennessee, 6th Western Virginia, the 3rd Massachusetts, the 7th Kansas 11th Kansas Cavalry and the 2nd United States Volunteers. They had been reduced by desertions very largely and were occupying a country which I considered we could take care of without them and I was anxious to get rid of every soldier I could so as to decrease the expense.

a cold, frosty morning Fort

On September 2nd, I moved out of Laramie up the Platte Valley 30 miles. The Platte runs through the canon here for fifteen miles. It would be ~~impracticable~~ to run a railroad line through here but this could be avoided by going north of Laramie, toward the Raw Hide and keeping along the low ground. The wagon road is rough, crossing the foot hills of the Black Hills, ^{covered with dwarf Pine} and is elevated from three to five hundred feet above the valley. From here I telegraphed General Pope that General Connor with his troops was now on Tongue River. He left Powder River with 90 days supplies and on reaching Panther Mountains he send back one regiment and his train, going from there with pack animals. He says if he is allowed to go forward with his force, that he will settle the Indian matter before he returnes. I think now that he is there with his stores, he should be encouraged to remain, even though it takes longer than we expect, and not return until he has made peace. He will have ^{in this district}, after the regiments return, 1500 men; the Government certianly would not recall him when the stores are all on hand.

1865

On September 3rd, we marched 30 miles and camped on the north side of the Platte. It was a cold night and we all suffered. The coyotes kept up a continual howling that gave us very little sleep. We were in a high altitude and not likely to see much more warm weather except in the middle of the day. I put our stock out to graze on this morning and we did not start on our march until 7 o'clock. We crossed the divide into the Horse-Shoe Creek Valley where we found a stockade garrisoned with soldiers. We stopped here for rest and lunch on ~~Le Ponte~~ Creek. We soon got back into the Platte Valley and following its channel closely, sometime in sight of it, sometimes far away. Crossing the hills, we went into camp early on the north side of the Platte, facing Laramie Peak.

On September 4th, we left the Platte at the mouth of Laprelle and marched 11 miles north. The road was sandy and destitute of timber. We passed through about five miles of bad lands. There was no vegetation and petrification abounded there! I picked up a petrified turtle. We crossed on to the south side of the Platte, then to the north side, leaving it and going in a north-westerly direction up Sage Creek, camping 12 miles from the Platte river, making 27 miles.

On September 5th it was very cold. The night before ice formed. Our route was in a north-westerly direction over a high rolling sandy prairie country, with no trees. We crossed the South Cheyenne due north ~~was~~ Pumpkin Buttes and East ~~of~~ Smoky Buttes and also the Black Hills. For about 100 miles North-east, dense columns of smoke rise showing that the Indians were burning the prairies. We marched 20 miles and camped on the Middle Cheyenne. There was grass and alkali water but no wood. We are now in a country that has ~~never~~ ^{little} been known until our movements this year into it after the Indians. It has always been held by the Sioux and North Cheyennes, a portion of it had been debatable ground with the Crows but there has been no trails or roads through it and the only guide who knew the country well was James Bridger who was with Gen. Connor's column.

On the 6th we marched 16 miles and stopped at Connor's Wells, six miles beyond the north fork of the Cheyenne. On rising the bluff, we reached the divide between the Platte and Powder River. We had a splendid view from here. The Big Horn Mountains to the North-west, topped with snow, the Pumpkin Buttes were also in plain view. Daily we saw smoke signals of the Indians which showed that they were not very far from us.

On September 7th we made an early start so as to reach Fort Connor. We were on the road before sunrise. We travelled for one hour in the light of the moon. We soon reached the summit or divide where the water flows east to the Platte and north to the Yellowstone. It is a section of ground overlooking the treeless prairie in every direction. In front of us was the Powder River, beyond that the Big Horn Mountains. We descended from the high plateau under the shadow of Pumpkin Butte down a dry branch to Powder River and went into camp one and one-half miles below Ft. Connor.

We spent Friday September 8th at Fort Connor ^{re-} named by me Ft. Reno after General Reno who was killed in the Civil War. We found Col. Kidd in command here. Ft. Connor is a stockade consisting of two buildings used by the Commissary and Quartermaster. It is situated on a high table overlooking Powder River. My nephew, Capt. G. M. Bailey, joined me here. He had been in command of one of the companies of the United

States Volunteers, who escorted Col. Sawyer's wagon-road party from Sioux City enroute to Montana. I changed the escort here and placed Col. Kidd in charge with a portion of his Michigan regiment to guard them beyond the Big Horn Mountains, which would take them into a country where there were no Indians. I established this Fort here for the purpose of having a continuous line across this Indian country from Ft. Laramie. There was one fort at Powder River, another at the foot of the Big Horn and in the Yellowstone River Valley another on the Big Horn River. As yet this was an unexplored region. The Crows, Sioux, Cheyenne and Arapahoes had hunted there for years and fought for its possession. The great Indian trails leading to the country to the North and south pass through this country. It is held more dear by the Indians than any country they occupy and I am satisfied it will be very difficult to make them give it up. It is very wild and the prairies are desolate and uninviting, but the Big Horn range which rises right out of the centre of it is snow capped and very commanding in its view. Almost all of the streams of water in it rise in the Big Horn range; the other streams rising on the plains are all dry. If we can open and maintain this route from Laramie to Montana, it will be the shortest possible route to that country. It will cut off nearly 400 miles of travel. The old route follows up the Platte to Salt Lake and thence north into Montana. By this ^{new} route it is not to exceed 450 miles to Montana, while by the old route it is over 800. One company of the Pawnee Indians met me here. Everyone had a scalp of a Sioux or Cheyenne which they were very proud of. They came to see me with their how-hows and Elkhorns. They had not forgotten. The Sharp-eye of days gone by or one-hand, (Fifield) ~~they had not forgotten~~. The weather was very cold. A heavy snow storm caused us to have big fires in front of our tents. The men stood around shivering and it was very severe on our horses and we lost a good many that were not able to travel and we have to shoot them. I sent a part of my escort up the Powder River into the West and on their return they reported that there was quite a cluster of the remains of adobe houses near the mouth of Salt Creek. No one seemed to know anything about them or what they were but I afterwards ascertained from Father Desmet that they were known as the Portuguese houses and that

there had been a Catholic mission there at one time. The line of travel to them was up the Yellowstone instead of by the Platte so that they were not known to the mountain men along the Platte, whom we had with us.

I was greatly disappointed when I did not receive word here from ^{Lt. Col.} Col. Cole and ^{Lt. Col.} Walker's column. I knew that Connor had gone on to the Tongue River but it was time that messengers from Cole and Walker should have reached Connor and that he should have sent word back to me of the news from them. I sent instructions from here for Gen. Connor to close up his campaign and return by the 15th of October and gave him full instructions as to the full disposition of troops in this part of Laramie district and on September 10th, I started for Ft. Laramie. We marched 15 miles and went into camp. Game was plenty all through this country and the hunters kept us feed with antelope but as yet we had struck no deer or buffalo. There had been two trails made from Ft. Connor to Ft. Laramie and I concluded to return on the left hand fork, keeping near Buffalo Springs and well towards Pumpkin Butte. We camped 10 miles from Powder River in a fine spot, with plenty of grass and wood. Water in holes, but scarce. We abandoned four head of stock here.

On September 11th, our route lay up the valley of a dry branch gradually ascending to the high divide which gave us a magnificent view of the Big Horn Mountains, covered with snow from base to summit. We lunched at Curtis Springs and camped at Current Springs, having made 27 miles. The stock was very tired and worn down. During the day Captain Bennett and one of the Indian guides, Leon Palladay, killed a buffalo. At Current Springs we struck the old route; the new road is longer than the old but much better for wood, water and grass and not so rough.

On September 12th we marched 25 miles to Sage Creek Springs. The road was good but our stock was very weak and tired and eight of them had to be abandoned. I herded the stock all night, there being plenty of grass and water. At this place Lt. Col. ^{Tomilson} of the New York company was taken sick--bleeding at the lungs.

On September 13th we marched 21 miles. We took our lunch on an island in the Platte river and camped near the second crossing of the Platte. I sent Lt. Jonas to Le Bonte for corn, which our stock was very much in need of. He returned on the morning of the 14th with five mules loaded with corn. We moved out and reached Le Bonte Creek, a distance of sixteen miles where we lunched. We marched eleven miles further and camped six miles west of Horse Shoe Creek. It was a fine camping ground with water and wood.

On September 15th I left early with my telegraph operator to go to the Horse Shoe Telegraph Station. I spent an hour or two here telegraphing. Among the dispatches sent, was the following to General Pope:

Horse Shoe, September 15, 1865.

Maj. Gen. Pope,
Saint Louis.

Arrived here today on my return from Powder River. That post is well located; right in heart of Indian country, and is an important post. The Indians' trails all cross at or near it, and it will have good effect hereafter in holding in check Indians. Have not heard from General Connor since August 24. We cannot reach him now. They have done good deal of work on Powder River; got up stockade and commenced quartermaster buildings; well under way. Great lack of quartermaster's stores up there, the Powder River stores not having reached Laramie yet. From Laramie to Powder River, then to Birginia City, is an excellent wagon road; good grass, water, and wood all way, and the most direct road that can be got. The travel over it in another season will be immense; it saves at least 450 miles in distance. After the Indians attacked Colonel Sawyer's wagon-road party and failed in their attempt, they held a parley. Colonel Bent's sons, George and Chas. Bent, appeared on part of Indians, and Colonel Sawyer gave them a wagon load of goods to let him go undisturbed, Captain Williford, commanding escort, not agreeing to it. The Indians accepted proposition and agreed to it, but after receiving goods they attacked party; killed three men. Bent said that there was one condition on which the Cheyennes would treat, viz, the hanging by Government of Colonel Chivington. He also said that the Indians considered that they were strong enough to fight Government; preferred to do it; that they knew Government would withdraw troops in fall; then they would have it all their own way again. Expressed great fear about Connor and said they were concentrating everything to meet him, which is true. Since he left no Indians have troubled the mail or telegraph line, but are all moving north, stragglers and all. At Fort Connor they kill a few of them as they pass every few days. There is one band of Araphoes in Medicine Bow Mountains, who are committing depredations around Denver, on Cache la Poudre and Big Thompson Creeks. They belong to the band that were at Cow Creek treaty. I shall be in Laramie tomorrow see General Wheaton; thence to Denver. Bent also said that some of tribes had agreed to make peace on Missouri River, but they were doing this to keep us from sending a force that way. These Bent boys were educated in Saint Louis. One has been with Price in rebel army; was captured. His father got him released and took him to his ranch on Arkansas River, when he joined the Cheyennes, of which he is a half-breed. He was dressed in one of our staff officer's uniforms.

G. M. Dodge,
Major-General

My column ~~overlook~~ me at Horse Shoe Creek Station. We camped on the Platte 12 1/2 miles west of Ft. Laramie having made 32 miles.

On the 16th we left camp early and I rode with my staff to Fort Laramie arriving there about 9 A. M. having been 16 days on our trip to Ft. Connor. Our escort camped on the Laramie River, two miles above the fork.

On September 15th I received a dispatch from General Curtis making inquiry as to Connor's expedition. I answered him that we had had no news from Connor since the 2nd of August; that all the Indians were working north; that Connor was now near the Panther Mountains on the Yellowstone. I inquired of Curtis if Ft. Rice had been attacked since Sulley began bringing them ^{Indians} in? General Curtis answered me that the last attack on Ft. Rice was on the 4th of August, several being killed on each side. That was before Sulley started down the river. Sulley was trying to bring in Indians ^{to} Ft. Sulley where a commission was sent to try to talk and argue peace. The experiment was very doubtful as the Indians fear treachery. They have retreated north and north-west of the Missouri River before Sulley ^{advance;} he has only about 800 men in his command. If you could send Indians to Sulley ^{you} would co-operate with the Department at Washington //

On September 24th I wired General Curtis as follows:

"I have great confidence that General Connor will get fight out of the Indians. If he does peace is easily made. If not, we can expect much from them as they are very defiant."

Sulley telegraphed me that the Indians were all working towards Connor; that ^{his forces} they had been out after them but failed to reach them. "Chas. Bent, the son of Colonel Bent, who is with the Cheyennes, said they would have no peace unless they were forced to and the first condition must be the hanging of Chivington. He was very saucy and defiant; however since then, we have wiped out the band of Cheyennes which may make him a little more pliable. He also said "that they would fight Connor and were concentrating to do so." Portions of the Sioux tribe who were opposed to war are moving over to the Missouri River but parts of every tribe are on the war-path in front of Connor. If we can whip the Cheyennes, we will have no trouble with the Sioux as they are sick of it now. I have no faith in any peace unless we can

get the Cheyennes under, they are the ruling spirit.

On September 16th we marched 12 1/2 miles and camped at Ft. Laramie. I learned here that the Indians were troublesome between Laramie and Julesburg had stolen some stock and were watching our hay-field for the opportunity to burn our hay. I received many letters here from my staff complaining of the orders that were being sent out by General Pope, directly to officers in my command without coming through my head-quarters. They were very much disturbed in relation to it but I understood it thoroughly--that I was in the field and that General Pope in organizing his districts, he would have to do it as a Department Commander and not refer it to me as he had charge of other commands besides mine. My command was simply against the Indians in the field while his command included Missouri, Arkansas, etc. General Wheaton, who had been assigned to the district of the plains with head-quarters at Fort Laramie, when he arrived there, wrote me that he was very much surprised to find things in such good condition; that from what he had been told, he expected to find everything in disorder, no supplies, etc, but he found the command in excellent condition and everything ^{including} supplies for the winter ^{on hand}, and added in his letter that the head-quarters of the Department and Military division, he was satisfied, had been greatly misinformed and he would write them.

✓ On September 17th, the mountain men and the Indians at Ft. Laramie gave me another dog feast. My friends who were with me were chary of what they ate but they imbibed freely of the wine. At this feast the Indians presented me with a very fine buffalo robe--one of the best I ever saw and Major Bullock, the sutler, ~~had~~ presented me with some very finely embroidered moccasins. I also received a telegram from Mr. Edward Creighton, who was at the head of the Western Union Telegraph, that the cable which was being laid to Europe was then 1200 miles out from our shore. I also received a letter inviting me to take part in a banquet that was to be given to the returning soldiers by the loyal citizens of northern Missouri and in answer wrote them the following letter:

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Headquarters U.S. Forces in the Field

Near Ft. Laramie, September 24, 1865.

"I hasten to acknowledge the receipt of your kind letter of the 21st inst. handed to me inviting me to be in attendance and deliver an address at the banquet to be given the returned soldiers by the loyal citizens of Northwest Missouri on the 15th inst.

I very much regret that my official duties, which have called me away, will prevent me from being with you on that occasion for I assure you it would afford me great pleasure to meet and mingle with the loyal people of Northwest Mo. and with the gallant men whom they propose to honor. This popular demonstration is worthy the patriotic people of your section and should be peculiarly gratifying to the heroic braves now returning from the late scenes of hardship, of conflict and glory to their homes in your midst where they are to resume their former characters and relations of citizens and neighbors.

To your patriotic citizens I would say, As you have in the past through dangers and trials, remained steadfast and true to the Government in its life struggle with treason and rebellion, so should you now firmly sustain that Government in its efforts to restore order and perfect peace. As you have supported your State Government, rescued it from the grasp of treason, shielded it from the combined assaults of enemies at home and from abroad and by patriotic efforts, sacrifice and devotion placed it in the proud sisterhood of free and loyal states, so should you now sustain it by yielding strict adherence and obedience to its laws and by earnest efforts to repress all individual animosities and local strifes and thereby restore peace and good order in your midst.

To your honored heroes I would say, As you have been good soldiers, so should you be good citizens; return to your former useful pursuits of life and let not lawlessness, idleness or any misconduct stain the good names you have won and borne, or darken the proud record you have so nobly made.

Now that the war is over, freedom, triumphant, the integrity of the Government thoroughly vindicated and the national authority recognized and enforced throughout our country, let us one and all go to work to "bind up the nations wounds," bury enmities engendered by our four years of strife, forgive that which we can and forget that which we cannot forgive, devote our efforts to the restoration of peace and good order, to the development of the vast resources of our mighty country, to repairing and rebuilding the cities, towns and thoroughfares injured and destroyed by the ravages of war; to the inauguration and perfection of needed improvements and reforms in our social and political system and to the cultivation of fraternal feeling throughout the land.

If there are persons in the country who are responsible in greater or less degree for the Nations troubles- who have been offenders against the Government, humanity and the laws - let us as individuals leave them to be tried by the proper courts and punished according to the nature of their crimes and measure of their guilt, in manner prescribed by law.

My experience as command of the military Department of which Missouri formed a part, causes me to feel a peculiar interest in your state, and its prosperity, tranquility and growth and the happiness of its people, will continue to engage my earnest solicitude and serious concern."

*I am respectfully
Greenville M. Dodge.
Major General.*

On September 18th we received additional news of the depredations of the Indians between Ft. Laramie and Julesburg and between Ft. Laramie and Horse Shoe. These were small bands ~~who~~ were trying to run off stock instead of attacking the stations. I made up my mind they were straggling bands who were coming from the south and were trying to reach the Indians in the north. This did not give me much anxiety. On my return trip I had planned to move by the Chug Water

to Denver thence East by the Smoky Hill to Fort Leavenworth. On the 20th we moved out following up the Laramie until we reached the Chug Water and up the Chug Water, making 30 miles. We had a fine road, fine scenery, plenty of grass, wood and water. We passed Major Bullock's farm and found some iron nodules scattered over the hills. That evening Captain Evans, in command of one troops of the 11th Ohio Cavalry came to the camp, on his return from Camp Collins. In the evening one of the mountaineers over took us and informed us of a raid by the Indians on the Government freightor's stock near Ft. Laramie that morning.

On Wednesday, September 20th, one of our sentimels shot at what he thought was an Indian but it was probably a wolf. Leaving camp early, we witnessed a beautiful rain-bow at sunrise. We marched 17 miles before lunch and 13 miles in the afternoon. Our route was up the Chug Water, a beautiful valley lying right at the foot and parallel to the Black Hills and the scenery was very picturesque.

On September 21st, leaving our camp on the Chug Water, we continued south up that stream for 10 miles crossing the divide to Horse Creek thence to Bear Creek, where we camped, having marched 30 miles. The country is wild and very fasinating. The mountains and foot hills loom up on our right while on our left is one grand extensive plain. Our hunter and guide, Palladay, brought in an entelope for our supper. During the evening there was a tremendous storm came up accompanied by hail, blowing down some of the tents. Our cavalry horses which were all hobbled were stampeded by this storm and we were out all night gathering them in. By morning we had recovered all but two or three mules. Some of the guides and a few Indians who were with us thought that the stampede of horses was helped by Indians but I could see no sign of this.

On September 22nd, after rounding up our stock, we continued our journey south. When we reached the Lodge Pole, I took Palliday and one of the other guides and about a dozen of the cavalry for the purpose of going up Cheyenne Pass to the summit of the Black Hills.

" I instructed the train to follow along the trail at the base of the hills as far as Crow Creek. We were now in sight of Long's Peak and the main rocky mountains. All the way up the Chugwater I had been watching the Black Hills with a view of ascertaining if there was any Pass that was superior to the Cheyenne Pass for a railroad crossing, and I went up the Cheyenne Pass for the purpose of still following ^{the divide} ~~it~~ south with the same object in view. From letters I have been receiving and from the examinations that had been made on the Black Hills, I knew it was easy to get down into the Laramie Plains with a grade of eighty or ninety feet to the mile, but they could find no way on the East side of the Black Hills, unless with a grade of 116 ^{feet} or more. We had proceeded along down the ridge, keeping on the summit of the Black Hills for two or three hours, when one of the Indians with me discovered what he thought was a band of ~~Crow~~ Indians between us and the train. There was a large number of them, ~~three or four~~ ^{perhaps} hundred. I saw in a moment that we were likely to get into trouble. They had discovered us about the same time we discovered them. I ^{noted their actions,} watched them very closely, to see their motions and saw that they were hostile. I ~~immediately~~ dismounted my force and put the horses on the West side of the ridge to protect them. We moved down in a body, holding to the summit. I knew with our rifles, which carried much farther than any arms they had, we could keep them at bay. I immediately set a fire on the ridge to attract the cavalry. They had orders, when I was absent from the train, that ^{if they} saw smoke to come to us, but somehow, they did not ~~see this~~ ^{observe the} smoke. We moved on down the ridge. I kept the guides toward the Indians. When the Indians undertook to come near us, they fired at them and I saw in several cases they hit some of them; if they did not hit an Indian they hit a horse and this forced the Indians to keep further away. But they did not show any disposition to leave us. I noticed that some of them were working ahead of us with a view of cutting us off, but about 5 o'clock the cavalry discovered our smoke signals. I held to this ridge, ^{up} followed it right down and saw that I was going down a ~~ridge~~ ^{slope} into the plains, and I said to the

guides and others with me that if we saved our scalps, I believed I had found a route over the Black Hills for the Union Pacific road. I discovered that as I was going down this ridge, I was on the divide between one of the branches of Crow Creek and another stream, and marked it very carefully by a lone tree. As soon as the Indians saw the cavalry, they stopped following us and fled down one of the branches of Crow Creek. It was too late for me to follow them-- the fact was we were all glad to see them go, and ^{WZ} joined the cavalry. I followed the ridge down to the valley to where we were camped, the train having made about 35 miles that day. Over this ridge which I came down, the Union Pacific railway was built. When the engineers, under my instructions came to examine it, they found a line with a grade not to exceed 90 feet, and where the sedimentary formation came together, instead of dropping off as it usually did ^{at} about 500 feet, ^{as soon as crossed,} there was only a depression here in the ridge which took up its ^{gradually falling} elevation again and kept it ^{up} to the plain."

On September 23rd, we broke camp early and marched to Box Elder Creek, 12 miles where we lunched and then marched to the Cache-la-Poudre. The Rocky Mountain Range, covered with snow was in sight. Where we struck the Cache-la-Poudre, we found that farming was being carried on to some extent in the valley. We followed down the Cache-la-Poudre to Camp Collins, a distance of five miles. This is a beautiful ~~post~~ located on a high table-land. The face of the country is as fine as I have ever seen. The road was good and the weather was warm and dry. At this post was a company of the 11th Ohio cavalry which turned out to receive me. I received a letter here from Albert D. Richardson, the Correspondent of the New York Tribune, from Salt Lake in which he said:

"I greet you across the sage-brush. How does Laramie compare with Rolla in November 1861? When your wore the eagle instead of two stars? I have watched your rise with great pleasure."

I answered him as follows:

"I am glad to meet an old friend, even so far away, and no one was more rejoiced than I when I heard of your escape from the "jaws of death."

This is a great country, but the Indians need fencing in. A part of them I hope will be before Spring. General Connor has met with decided success on his fights on Powder and Tongue Rivers. When you go East come to Ft. Leavenworth; the latch string will be hanging out. General Williamson who was my Adjutant at Rolla and also Mr. Kasson of Iowa both wish to be remembered. *"Richardson, during the war had been captured by the Rebels when he escaped he ruined his paper 'out of the gates of Hell and the jaws of death.'*"

I wrote a little letter from here to my children which was as follows:

Camp Collins, Sept. 23, 1865.

My dear Lettie and Ella:

I have a few moments to spare and I will devote them to you. This is a beautiful military post situated on the Cache-la-Poudre river, which in the mountain parlance means, "River where the Powder is buried." We are camped right at the foot of the mountains, where the river comes out into the plains and just west of us is a high black ridge covered with pines, beyond that, mountain overtops mountain until the last we can see is covered with snow. Only think! right here in summer and fall and all the year round, wheat, corn, potatoes and all vegetables grow. Where we are camped on the mountains, just above where we always see snow, the sun shines brightly on it, and down here it is very hot, but up there the air is so very rarified that it has very little effect on it.

We see some strange things on our trip; the prairie dog is one; they are about as large as a kitten; they live in villages, and when we pass they all run out, sit up on their hind legs and bark at us; if we shoot at them or go towards them they all run back. The strangest thing of all is that in their holes or houses, owls and rattlesnakes live with them; we see the owls and snakes with them often. It seems to me they must be strange companions; a dog, an owl and a rattlesnake all together - don't you think so? I have tried to catch two dogs to bring you but they are too smart for us. Then the buffalo, the antelope, the black-tailed deer, the bear, elk, and big-horned or mountain sheep abound in the mountains, and on the plains they run wild; we kill them for our fresh meat, and it is very fine eating, especially when we have nothing else that is good. We all miss cake, fruit and vegetables; we get none of them here; we have to take ham and bread a few beans and sometimes a few canned peaches, now we shall get for a few days some potatoes, turnips, etc.

I want to see you very much to have a romp, and tell you all about the fine things out here, what the Indians make, how they live &c. I have two Indians with me that I will show you; also some of their handwork, all of which I hope I shall be able to get in safe. Until then be good girls, kiss ma, and remember pa."

I received here a letter from Major George C. Tichenor, my aid, who was considerable of a politician, in which he said:

"President Johnson has gone over bodily to the Copperheads, I think, and beyond all reclamation; pity it is so, and very grievous a treachery, but we have the hardest battle before us."

This was for the benefit of Kasson and Williamson and caused a good deal of discussion. Mr. Kasson was evidently very friendly with President Johnson and did not take much stock in what Tichenor said, while Williamson and myself, from our experience with Johnson in the

Civil War, were inclined to believe it, and, as the future showed, it proved true.

At Fort Collins, we were in plain view of Long's Peak, which towered above all the peaks in the Rocky Range. It was covered with snow about one-fourth the distance from the top. I took Palla day and the Indian guide and Nick Janis and his brother, Antoine Janis, who was then living up the Cache-la-poudre, and climbed the highest peak in the lowest range of Black Hills for the purpose of getting a view of the different approaches and especially of the Cache-la-pourde. It was rather a tedious and hazardous job, but we made it and crossed the mountains, working our way back into the camp. We saw herds of antelope, elk and black-tailed deer and plenty of bears. The Indians killed two antelope. I shot at two but missed them.

On March 24th, we moved across the Big and Little Thompson. On both these streams and on St. Vrain's there is quite a settlement and farming is carried on by irrigation. We paid eight cents for potatoes, per pound, \$1.25 per pound for butter, \$1.00 per dozen for eggs. Corn is worth \$1.00 per bushel, hay \$25 per ton. All of the streams are full of mountain trout. The people are a good class of citizens and energetic. We reached St. Vrain's creek after marching 35 miles. We left St. Vrain's early in the morning of the 25th, crossing the Boulder, Rock and Clear Creeks, reaching Denver at 3 P. M. We camped on an island in the South Platte river. In the evening the citizens came to the camp with a band and gave us a serenade. I received here dispatches in relation to Generals Connors, Cole and Walker's columns and forwarded them in the following dispatch to General Pope:

Central City, Sept. 27, 1865.

Maj. Gen. John Pope,
St. Louis.

On August 28, General Connor surprised Medicine Man's band of Indians on Tongue River; killed 50, captured village, all winter provisions, and 600 horses--all the stock they had. On the 1st of September the right column, under Colonel Cole, had a fight with the Sioux, Cheyennes and Arapahoes on Powder River and whipped them. On evening of the 3d of September attacked them again, driving them down Powder River ten miles. Next morning at daylight attacked again, fight lasting until 10 A. M. when Indians were defeated with loss of 200 killed. They fled in every direction, losing large number of horses, camp equipage, provisions &c. On 8th instant, Colonel Walker, commanding center column, who was in advance of

Colonel Cole, met Indians in large force. Colonel Cole came up, and, after a short but spirited engagement, they totally routed Indians, driving them in every direction with great loss, several of principal chiefs being killed in this fight. On the night of 9th of September a severe snow-storm raged, in which 400 of Colonel Cole's horses perished. I was in that storm on Powder River. It was very severe, and I lost several animals. Our total loss in all the engagements ~~were~~ 50 killed and wounded, including 1 officer. Colonel Cole or Colonel Walker had not communicated with General Connor and were on Powder River, but by this time they have communicated, as they had ascertained where General Connor's column was.

General Connor has arrived at Fort Laramie. His columns were at Fort Connor enroute for Laramie. He says the Indians have been well chastised, but not sufficient, he fears, to compel them to behave. Says he should have continued campaign forty days longer if Cole and Walker had joined him and had not the orders to return by October 16 prevented it. Says the Arapahoes, who have been more troublesome than all other Indians combined, are thoroughly whipped and will ~~come~~ in. He whipped them thoroughly--destroyed and capture everything they had. Colonel Cole and Colonel Walker lost heavily in stock perishing, and their commands lived several days on horses and mule flesh. Two thirds of the command is barefooted. General Connor says a force of 1500 should be left at Fort Connor to make a winter campaign to insure a final settlemtn. The Sioux say they are going to Missouri River to make treaties of peace, but says he doubts it.

G. M. Dodge,
Major-General.

Upon the receipt of these dispatches, I wired General Connor as follows:

I congratulate you and thank you for the success you have made. Please extend my thanks also to the command for the success and fortitude they have shown under such trying circumstances and hardships."

Answe
On the evening of the 26th, the citizens of Denver gave a dinner to General Williamson, Mr. Kasson, members of my staff, and myself at the Planters House. There were two long tables filled with ladies and gentlemen. Many of the after dinner speeches were witty and caused much laughter, especially that of Mr. Kasson who is a fine ~~talker~~. The tenor of all the speaking by citizens was against the Indians, in favor of the policy of the officers as against that of the Interior Department and the Indian Agency. The feeling is very bitter against the Indians and against the policy which the Government has pursued. They will not listen to any criticism of Col. Chivington's fight on the Sandy nor that ^{the} band ~~of Indians attacking was~~ friendly Indians.

On the 27th, we were taken in one of Butterfield's coaches and two ambulances to Central City for the purpose of viewing the ^{overland} mining industries. Mr. Butterfield's ^A dispatch had just been opened

up between Atchison, Kansas and Denver, running over the Smoky Hill route. It was Mr. Butterfield's first trip and he was a guest of the citizens. We were met by a delegation and a brass band at Black Hawk, three and one-half miles this side of the city and escorted to Central City where we were greeted by Mr. Stansbury. Mr. Kasson, Butterfield and myself replied. They entertained us at the St. Nickolas hotel. We met here an old friend of Council Bluffs, Mr. Hendrie who had a foundry and machine shop at this place.

On the 28th we visited the Gregory and bob-tail mines and the Nevada Gulch. I was anxious to see the development here and went down in these mines. We spent the whole day at the mines and mills in Black Hawk and Central City. Some of the shafts were 500 feet deep. The quartz is blasted by powder and raised by steam and hauled to the mills and the gold separated from the base material by different processes. I was presented here with a gold chain.

On the 29th I spent the day examining the passes through the mountains to the Middle Park, desiring to see what the approaches were for a railroad line. I went on to Bald Hill and thence to Lake Hill.

On the 30th, Mr. Henry M. Teller and Mr. Smith, Mr. Kasson and myself went to the top of the snowy range where we saw Middle Park, Pikes Peak, Long's Peak, Berthoud Pass and Boulder. When we were crossing one of the snowy gulches, Mr. Kasson, who was riding his horse, not knowing the danger, the horse slipped and fell on his side. Mr. Kasson fell with him and the two went down the slope of the mountain towards the foot very rapidly and we were all very much alarmed but the horse caught on the ^{Rocky edge of the} slope which enabled us to rescue them. I killed 24 ptarmigan and on our return had them for our supper. After viewing all these ranges, I could see that there were no such approaches for a railroad going West from here as there was further North.

P.M. 1
On October 1st we returned to Denver. Our stage ride down the mountain to Golden was rough. We arrived at Denver about 4 P. M. While we were resting at Denver and in the mountains, our

cavalry horses and wagon teams had been resting and preparing for the homeward march of between five and six hundred miles.

While at Denver, I arranged with Big Ribs and the Arapahoes to communicate with the Northern bands of Cheyennes, Arapahoes, and Sioux, whom Connor, Cole and Walker had been fighting and sent the following dispatch to General Wheaton at Fort Laramie:

"Denver, October 2, 1865.

"I will send to you Big Ribs and some of the head Sioux. Consult with General Connor. Send them out to the Cheyennes and Sioux, inviting them into Fort Connor or Laramie, as you deem best for a talk for cessation of hostilities and final peace. Any that have gone to Missouri River for that purpose let them go, but get in all that are left, provided they feel disposed to settle now. You can say to them that if they do not come in and settle what they have had is only a taste of what they will get this winter, for that you will give them no rest. You and General Connor can fix this. What I want is to settle with them before they discover our force on the plains. You can also say that all Indians south have made peace. Include what General Connor knows about Arapahoes. Show Big Ribs the forces you have and impress upon him your power. Will start Big Ribs for Fort Laramie in a day or two."

I knew that the withdrawing of the troops right after the battles on Powder River would make it very difficult for any one to get an agreement with the Indians, but I also knew that it was necessary to do this if we were to have any peace on the overland routes. I got all the friendly Indians together--those in the vicinity of Denver and whom my mountain men said we could trust, and sent them from there to Ft. Laramie to go to the different tribes;

I got in communication with General Connor and he wired me that the number of Indians the three columns had punished was only about one-third of the whole number at war with us and that the Arapahoes, he thought, would be the most inclined to make peace because they were thoroughly whipped and their villages destroyed.

We left Denver on October 2nd, going due East over the new route laid out by Major Pritchard and Lt. Fitch and being used by the Butterfield Overland dispatch. The train escort reached Sulphur Springs, 16 miles from Denver, where they camped for the night. I left Denver at 4 p. M. and reached camp at half past eight P. M. Found the road good but a little sandy. Grass scarce.

On October 3rd, we marched 40 miles to Bijou Creek. We passed through a scrub pine timber country--crossing the Box Elder, Kiowa and Bijou Creeks.

On October 4th, we marched over a high rolling prairie country, crossing the Big Sandy at twenty-five miles. We had a very heavy thunder storm. We camped at a Spring 7 miles beyond Big Sandy. Heavy rain and wind all night.

On October 5th, we rose early and had breakfast in a rain storm. We overtook one of Butterfield's stages and kept ahead of it all day. Marched 26 miles over an open prairie and camped on Crow Creek.

October 6th our route was down the valley of the Big Sandy. A good level road. We marched 42 miles and camped at a Pond of Water in Sandy Creek. Grass and water scarce. Water only in holes in Sandy Creek and strongly impregnated with alkali. We all slept on the ground without tents.

October 7th our route crossed the divide from Big Sandy to the Smoky Hill fork. I learned that stock had been run off at two stations East of where we were at Monument; said to have been done by the Indians. We marched 21 miles and camped at the Cheyenne Wells. No water or wood. Our fuel was buffalo chips.

On October 8th, our road was level and dry. No water until we reached Fitch's Meadow. No wood except low cottonwood trees called Cottonwood Grove. Road from this point to Sandy 43 miles, entirely destitute of water except one well. Grass poor and no wood. Heard of the Indian trouble at Monument Station--stage burned, stock run off. Sent Captain Ford with a detachment of cavalry ahead to protect the station. Marched 22 miles.

On October 9th I took a portion of the Cavalry and went ahead to Eaton Station, 23 miles, arrived at noon and waited for the train to come up. Ford and his party were there. We went six miles East of the Eaton Station and camped on the Smoky Fork. Just before going into camp, Palliday scared up a buffalo. Nearly everyone had a shot at him and brought him down. Five coaches with thirty passengers left here for the West during the day.

On October 10th, Mr. Butterfield caught up with us, having followed us with one of his coaches and five passengers. They kept with us all day. We reached Monument Station at noon and found that the Station had been burned by the Indians and the

express and baggage strewn about the prairie. The passengers escaped, meeting Mr. Wick's party who were running a railroad line for the U.P. E D Ry to Denver. He reported the grades as heavy, 60 feet to the miles. We killed four buffaloes today. We camped near Crandal Station on the Smoky Hill. We struck a great number of buffalo herds in the middle of the afternoon--thousands in sight.

On October 11th we traveled through herds of buffalo all day; thousands grazing on the plains in all directions like immense herds of cattle. We lunched at Castle Creek. I cautioned every one with me about going out to hunt buffalo without taking someone with them who knew the country, but Horton, Kasson, Williamson and my brother all went out one and all returned except Kasson. We passed Bridger's Basin. We ascertained here that Butterfield's Overland stage line had lost 60 head of mules and all his stock had been drawn off to Monument. We camped on the plains six miles East of the Basin, having marched 30 miles. Found grass and wood plenty.

Mr. Kasson not showing up, on October 12th I divided up the entire party under strict instructions so that none of them would be lost and sent them out to hunt for him. I took a part of the escort and went to a point where Mr. Kasson was last seen. ~~Hollowing~~ his trail, we went directly East. I sent four men up the Smoky Hill. At 2 P. M. a messenger reached me stating that Mr. Kasson had been found in the camp of a forage train that was coming ^{resting along side of the road} towards us, he having been found in the morning very tired. Stock on the overland was all taken to Ellsworth. I sent forward the stage and our train with a small escort hoping they could reach one of Butterfield's stations where there was stock, so they could go on to Leavenworth. Kasson said he had been up all night firing his revolver to keep the buffalo from running over him. He struck the road and was waiting for the train to come along. We went on to Buefton station. We marched within four miles of Big Sandy and met Colonel Eaton and three stages going west. Grass is scarce in all these regions on account of large herds of buffalo.

On October 14th, I took Mr. Kasson, Williamson and my brother and bade adieu to the escort and traina nd giving them instructions how to make their marches so as to find grass and water, and accom- panied by the stage which had been with us for several days, started for Atchison. We changed mules at Big Creek at 3 P. M. and arrived at Lost Creek Station, 15 miles farther on. Roads were bad and we stopped for the night. Sunday October 15th, we reached Ft. Ellsworth at noon. Moved three companies of troops up the Smoky Hill Fork and gave instructions as to the protection of that route. Ft. Ellsworth has very poor accomodations of all kinds. We drove all nigh and reached Cheyenne Creek in the morn- ing. We abandoned our amublances here and took the stage.

On October 16th we breakfasted at Jefferson . We reached Ft. Riley, three miles east, at noon. This is a beautiful fort, finely located, well built and in fine condition. I ordered Captain Scott to send ten wagons to Smoky Hill and load with coal. ^{we had discovered} We arrived at St. Mary's Mission about 2 A. M., having traveled over a beautiful country all the way.

October 17th we left the Mission at 6 A.M. and arrived at Grass Hopper's Falls at 2 P. M. and continued to Atchison where we arrived at 8 P. M. We stopped at the Katon Hotel.

October 18th, I arrived at Ft. Leavenwurth. I found that Gen. W. T. Sherman was at the Saunders House and as soon as I arrived, I received a letter from the city council and a committee of citizens stating that they had just heard of my arrival and invited me and my military family to participate in the welcome to be given General Sherman that night. I made the following answer: ^{Fort Leavenworth:}

"I take pleasure in acknowledging the receipt of your invitation for myself and Staff, to be present at the reception to be given by the citizdns of Leavneowth City to Maj. Gen. W. T. Sherman ~~boniggh~~; my staff will be present and it was my intention also to be present. My excuse is, that I arrived here today from the plains, and for the last five days and nights I have no rest or sleep, and I am so fatigued that nature warns me I must take rest.

There is no one more glad to meet and do honor to Gen. Sherman, than I am, and no one takes more pleasure in the fact that the hearts of the people go out to him in unbounded gratitude for his great services. It was my good fortune to serve under Gen. Sherman in some of his most important campgigns, and I know that to his genius and talent we owe many of our most important victories. He wrung success from many fields, where the obstacles of nature and art alone would have debarred most others.

Like all soldiers who have served with him, I look to him today as we used to do in the past, not only as a commander, but as one

who has a fatherly care for us, and made it the great honor it is to have been of Sherman's army. Thanking you gentlemen, and trusting you will excuse my absence."

I was completely worn out from my traveling nights and arranging for taking care of the Smoky Hill line where the Indians had become very troublesome.

I received here the following letter from General Wheaton acknowledging receipt of my instructions and giving me the conditions of matters on the plains:

Laramie, Oct. 18, 1865.

Dispatch of this date received. The 6th Kansas left here en route for Fort Leavenworth on the 13th of October 1865. The 2d Missouri with Col. Cole, left here on the 8th of Oct. 1865. The 6th Michigan, Col. Kidd, left here on the 7th of Oct. 1865. Gen. Stagg with troops for Utah, left here on the 6th of Oct. 1865. Capt. Brown Comdg. 2d Col. Cos. left here for Utah, via Halleck on the 4th of Oct. 1865. The Pawnee scouts left here en route for Ft. Kearney having some 130 captured ponies to Ft. Sedgwick. I have ordered the ponies sold at auction here. The Pawnees term of service expires on the 12th of January. I think it would be well to let them go directly to their reservations, and protect that neighborhood until their time is up. The Omaha scouts were left at Ft. Connor and an excellent disposition of them. They are the only mounted troops there and do all the herding and scouting.

No trouble there with Indians yet. The two Indian Companies between here and South Pass will be sent to Ft. Connor as soon as the Detachment 6th West Va. Cav., now near Kearney, reaches Fort Caspar, Platte Bridge to relieve them. Major Squires, 6th West Va. Cav. with a detachment of that Regt. now near Platte Bridge, to relieve the Utah and Mich. troops. No Indians reported to have caused any trouble any where in the District, for three weeks past.

Big Ribs arrived yesterday will leave tomorrow, taking with his party of four and important old Sioux braves from here, the Little Crow.

Ribs is delighted; have had two ceremonious talks with him; he is receiving a fine out-fit of everything he wants, and I send two pack-mules with loads of provisions with him in addition to rations for the party, that he may have enough for a feast on his arrival at Sioux and Cheyenne Camps. Am giving him very definite orders to bring in the hostile band to meet me and make peace. Am sending particularly for some old friends of mine, Brules, Ribs and all of the mountain men here anticipate good results, and think the Sioux will come in, not so sure of the Cheyennes. The guides who were on the expedition, told me that if my Brule friends who were with me in 1850 in a Cheyenne fight at Kearney, hear that I am here, they will come at once, and influence many others. I hope to get them started in this way. They frequently refer to that fight and the officers they were with. If the hostile Indians have not gone to the Missouri to make peace, think they may be induced to come in. Found it necessary to detain the 12th Mo. Cav. Only 307 men here. May require them all winter. Shall recommend if detained, that they be consolidated into a batallion of four or five companies. Am terribly short of transportation.

Are any trains, Govt., enroute to this place?

I also received a letter here from Mr. Hoxie telling me that Mr. Durant had been to Omaha and had stirred up Henry and others pretty well that they did more business while he was with them than he had done during the summer. Stated they had 18 miles of road in running order and laying about 1/2 a mile per days.

As soon as I was rested, I called on General Sherman and spent the greater part of a day with him, going over everything on the plains and the condition of matters. I find he did not take very much interest in it, having left everything to Pope and myself. He was greatly surprised to learn of the indifference of the War Department and the interference from Washington and the result of our summer's work. He was a good deal annoyed but saw, the same as I did that it was ~~too~~ late then to do anything. I told him that while Connor had done a wonderful work with his column and with the small number of men he had, that Cole and Walker had failed and I had no doubt the Indians would follow our troops on to the overland routes and give us a great deal of trouble, especially as we had had to withdraw them, ~~under~~ the orders of the War Department, from a great many of the important points; that they did not seem to know in Washington how easy it was for an Indian to slip into a small station and capture the stock and drive off the soldiers, cut the telegraph line, attack a train and get away without being hurt; that as long as we had no bodies of troops concentrated to move upon them, it was impossible to make any headway. I told General Sherman that unless we could set apart some large scope of country for these Indians, where they would be unmolested from the whites and be free from the whites traveling over the country, that it would be impossible for us to make any peace with them until they were thoroughly whipped and punished for what they had done, giving up the stolen stock and some arrangements made with them to place them on reservations and feeding them; that they were bound to continue their depredations, no matter what kind of a peace agreement we made with them. I told General Sherman of my efforts to reach the Indians and wanted him to prepare the Government to meet the situation.

my own report of this campaign will be found in the War
Records, Vol. 48, Part I, Page 535.

During ~~this~~ campaign, I thought that a road could be opened from Denver through to Salt Lake, and shorten up materially the road by the way of the Cache la Poudre, Ft. Halleck and Bridger and I instructed General Connor to send a command through to Salt Lake to explore this line and he instructed Col. William A. Johns of the 3rd Battalion of the California Infantry to make this exploration. He was to move by the Uinta Valley to Green River and up the Yampa or Bear Rivers. ^{to Middle Park} He left Salt Lake and crossed the Wasatch Range by the Tempangas Valley and followed down to the Green River by the Uinta Valley and followed ^{up} the Yampa or Bear River to the Middle Park and then across the Rocky Range at the Berthude or some other Pass. He was instructed not only to report on the facilities for a wagon road but also for a railroad. Lt. Johns performed this duty. He had no difficulty in obtaining a trail through this country for a wagon road, but the different ranges of mountains he had to cross was very much against a railroad as compared with the present stage road and it was a road that it would be difficult to keep open in the winter. I, therefore, concluded not to make any effort to open this line. This country was mostly occupied by the Uinta and Ute Indians and as they were friendly, I was fearful that travel through the country might bring about a friction and they were very much opposed to it. When Col. Johns got up near the head of Bear River, he found a large number of two-wheel carts and no one seemed to know anything about them. As far as we knew, there had never been any trail through that country except the Indian trails but inquiring of James Bridger I was told that Sir George Gore when he was here in the 30's and spent a year or two on the plains hunting, that he left Ashley's camp on what is known as Ashley's Valley on Green River with about 100 men to go through over the route that Johns' followed for hunting purposes and as his provisions and camp equipage gave out, he left one of these carts. It appears he had a good many of them, they being his means of transportation.

which appears in my report in the War
Records, Vol 48, Part I, Page 535

When I came to look over the orders of the Staff Departments, I found that the orders of General Pope had been misconstrued and I wired General Pope the interpretation of those orders by the Staff officers and told him that they held no orders of mine, or of the officers of my Department could be obeyed until they had received the approval at his head-quarters. General Pope answered me very promptly on October 20th, as follows:

"I have given no orders interfering with your authority over officers in your command, and any one of them, whether quartermaster or others who disobey your orders do it at their own peril."

This straightened out immediately all the prophesies and uneasiness there was in my headquarters and among the staff officers whom I think would have been pleased to have gotten out from under my direct supervision as I had been very severe upon them during the summer for their methods of making contracts and getting our supplies forward. General Pope asked me to come to St. Louis as soon as possible; I went on the 22nd of October. I went over the whole field with him and presented my views very fully as I had to General Sherman. I had already cut down the expenses and ordered mustered out troops to a greater extent than General Pope even thought adviseable, but the volunteer troops on the plains had become so dissatisfied that they were absolutely of little account and I did not blame them and after the campaign I was anxious to get them to their homes. I found that General Pope was very much disappointed at the stopping of the campaign. He told me he had gone to Washington to see the President, the War Department and the Secretary of the Interior, and they had agreed on a plan and policy which included the reduction of the forces along the line but not to interfere with the columns that were north of Laramie, following the Indians; that he had hardly returned until orders came from the War Department entirely ignoring that understanding and while he called their attention to it, Genl Pope said General Grant had made every effort to have their understanding carried out by the President was determined that the War on the Indians should be stopped and peace made on any terms. He agreed fully with me that there could be no peace until these Indians were punished and put upon reser-

vations and cared for directly by the Government, that it was impossible to keep civilization from encroaching upon their country.

As I had suspected, I had hardly gotten back to my headquarters, before I received a dispatch from Mr. Reynolds in charge of the stage lines, telling me that the Indians had been killing men at the Butte Station near Julesburg, driven off the people at that station and that he had orders to move his stock; also that a large body ^{of Indians} had appeared near Alkali that night and he was demanding protection at every point, claiming he had a large amount of stock and supplies at every station and that he had received orders from B. M. Hughes that if we did not protect his ^{stage} station, he would withdraw his stock. I immediately answered him that he must not withdraw his stock under any circumstances; that there were troops enough on the plains to take care of him and I would see that it was done; that I had no doubt these attacks were coming from small bands of Indians who belonged to the South Cheyennes and Arapahoes and were coming down to ^{join} ^{Gen.} their tribes who had made peace with Sanborn. I also received notice that a large drove of from 1000 to 1200 head of cattle was coming through the Cherokee ^{station} enroute to Kansas and Missouri reported to be from Texas, having five or six owners or men going under different names and they had reason to believe that a great part of these ^{had been stolen} cattle were from the Cherokee and Chickasaw Nations, and wanted them seized. I had had some trouble with seizing cattle and having the Civil Courts decide against me, that I made up my mind that I would investigate this thoroughly before the cattle were seized. I soon found there was no doubt as to their being stolen. I therefore seized them and turned them over to the quarter master department under a direct order from the Secretary of War. After the war, a judgment was obtained against me for \$30,000. It seems there was no United States law protecting an officer carrying out the order of his superior officer, if it happened to be an illegal order, but as soon as Grant became President, he had a law passed that protected officers and the Government paid this judgment.

At Butte

On October 23, I received a dispatch from General Wheaton stating that the Indians had appeared in force on the mail road, attacking stages, burning trains and killing soldiers and citizens. They are following in the rear of the troops I had ordered to Ft. Leavenworth to be mustered out; that the Indians he feared would have control of our lines before the month was out, where there are not troops enough left on the plains to protect them. I immediately wired him that the troops moving south from Ft. Laramie should take care of these Indians. That there were plenty of them to do so; that I was satisfied that these bands were part of the bands of the southern tribes who had made treaties with us. I also received on the 23rd report from General Curtis from Ft. Sulley telling me that the chiefs of the Minniconjou and Sioux for themselves and ten other tribes were to meet him on his arrival there on November 5th. They want peace and sign articles for themselves and take copies for other tribes, including the Cheyennes and Arapahoes to sign. He said the Sioux and several other tribes had come in. They all complain of our encroachments, on their hunting grounds and our line of emigration through their buffalo country; they also said it was difficult now to restrain their young men and our troops must therefore continue in the field and be on the alert. This was encouraging and I had great hopes now of the success of Big Ribs and the messenger whom I had sent to the Indians, who had been fighting us in the Powder River country.

On the 25th I received a dispatch from General Wheaton giving an account of the attack on the 22nd. It appears the Indians struck Cottonwood Springs, driving the mail coach into that post. The same day they attacked a portion of the garrison at Alkali, drove them into that post. On the 23rd they attacked and burned two trains near the latter place, killing three men. They destroyed several hundred feet of telegraph wire. Shortly afterwards, Col. Fleming with a detachment of the 6th West Va. Cavly. attacked them, and scattered them in every direction killing a good many of them. He lost two men killed and several wounded.

On the 24th I received another letter from Mr. Reynolds of the Stage line saying that the troops which are on the way from Ft. Laramie to be mustered out will not stop to protect the trains or anyone else and that it is his belief that the Indians will take the road from Cottonwood to Julesburg and hold it for two months to come in spite of what troops will be left on the road and that a large amount of hay, grass and buildings will be destroyed and a great loss of life, but said, "I have ordered the stock kept at the stage ^{stations} at all hazards."

✓ I received word from Mr. Durant that he had offered the Cedar Rapids Railroad \$500,000 bonus if they would connect at Omaha in 18 months. They were now building a telegraph line from Boon along the projected line to Council Bluffs. When I left Ft. Laramie I left in charge, Captain George M. Bailey, as acting Quarter Master until General Wheaton could obtain one. Capt. Bailey wrote me that General Wheaton was making a great many improvements in everything; getting the supplies well stored and protected. He is energetic and economical; that the post was being nicely fortified; that the paymaster went to ^{Fort} Connor day before yesterday and will pay the troops to the 31st of August. I knew this would make them more contented. All the transportation on the plains having been used in the movement of the different columns, the troops at the different stations had not been able to lay in any wood and fuel and orders had been given to let contracts for this and on the 29th they were forwarded to me for approval. At Ft. Bridger, the contract called for 700 cords at \$15. per cord, and for 10,000 bushels of oats at \$45 per ton. At Camp Douglas, Utah, they wanted \$22 per ^{cord} for \$1500 cords. Wood, at these places, had to be hauled from 15 to 20 miles and while I considered the price high, I approved the bids for ~~1/2~~ the amount, instructing the posts to supply the balance with their own teams. For wood delivered at Julesburg, which had to be hauled 150 miles from Cottonwood, they wanted \$103 per cord. This I absolutely refused to give. I ordered them to let the contracts to have the wood delivered at Cottonwood or at Morrows ^{ranch or} the stations near there paying \$15 per cord, and we hauled it from there with our own teams.

to Julesburg.

On October 30th, I wrote to General Robert Allen, the Chief Quarter Master, a letter in answer to his in relation to the contract on the plains, as follows:

Ft. Leavenworth, Oct. 30, 1865.

I desire to state in relation to matters pertaining to your Dept. on the plains, that any extra expense in the transportation of supplies were incurred on account of the manner in which the contracts for that service were let.

I, of course, wished to provide stores on the plains for the number of troops I was informed would be placed there or that I intended to send there. The contract designated that supplies should be delivered between May 1st and November 1st or December 1st and outside of that we had no control over them. Therefore if we turned over supplies at Ft. Leavenworth in May and they were delivered by Dec. 1st, the contractor lived up to the contract. This fact also proved fatal to all our operations, for after we had estimated ^{for} our troops at Ft. Laramie ^{to arrive} by July 1st the stores we shipped in May to supply them not arriving, we were forced to transport them on our own trains from Ft. Kearney to Cottonwood by our own or citizens teams, thus delaying us from four to six weeks. The amount of stores sent on the plains was for twelve thousand men on the north route. On the southern route we only sent for six months and no more than there will be needed for the reduced force designed for that route. From this years experience I hold that hereafter in any contract, that time should be given for delivery of stores at all posts after being turned over to the contractors and that the system of sub-contracting should be prohibited. Stores shipped from Fort Leavenworth this season were sub-contracted sometimes five times before reaching destination and it was almost impossible for the Q. M. at end of route to say on what invoices they were turned over or at what time they left the Depot. This will give the commanding officer here assurance that he can depend upon the delivery of his supplies in a reasonable time after they leave the depot; 2nd, that in all contracts made for next year's supplies the stores should be delivered to the contractor at the end of the U.P.R.R. E.D. (road runs west from Kansas City) for all supplies going on the southern route and for all stores going on northern route should be delivered at the end of U. P. R. R. which runs west from Omaha. This will save the expense and delay of land travel for at least one hundred miles over the southern route and for about two hundred miles on northern route. I believe, however, that Govt. next year can transport its own supplies for all points east of Rocky Mountains to better advantage with more regularlity and with less expense by using its own transportation west of the mountains. **That**, however, is a matter for careful consideration as prices next year may be much lower than this.

There are now in store at Ft. Leavenworth, wagons enough to do this work next season. Complaints have been made about expenses on the plains perhaps without a full understanding of the matter. No stores were sent on the plains after we received information that the troops sent from the East were not to be retained. As soon as I was informed that troops enroute for the service would be mustered out, that the plan had been changed and forces reduced to a defensive policy, instead of an agresive one, I issued an order (sometime in July or early part of August) to the Q.M. and Com. Depts. at Fort Leavenworth that no more supplies should go out on the plains not now enroute and they are now well stored, sheltered and no unusual loss has occurred. I also consider that for a successful and economical administration of the affairs on the plains, that an experienced, energetic and faiuthful Q. M. should be stationed at Ft. Leavenworth. I know of no one better fitted for this position than Bvt. Brdg. Gen. Myers and should he be taken from St. Louis I hope he will be

sent here as Dept. Q. M. given supervision of all officers belonging to his Dept. on the plains. I take pleasure in saying that I found nearly all the officers of your Dept. on the plains active, energetic and anxious to perform fully their duty and attend to the true interests of the Government."

On November 1st I received a dispatch from General Wheaton saying that the supply train for Ft. Connor with provisions had returned to Deer Creek on account of the snow; that fifteen inches had fallen on the level; that General Heath who was sent after the Indians who had made the attacks on the line between Ft. Cottonwood and Julesburg had followed them to the Republican Fork and he had punished them very severely, killing a great many of them and capturing a good deal of their equipment. This was good news because it showed these Indians that they could not come down into our country without being followed and attacked no matter where they were. They considered themselves pretty safe on the Republican because our troops were not in that country.

On November 4th I received the following letter from S. W. Shattuck in relation to making me an honorary member of the Theta Chi Society of Norwich University and giving me an account of some of the cadets who had passed away:

Vermont
Norwich, Nov. 4, 1865.

I have the honor and the pleasure of communicating to you that you have been elected an honorary member of the Theta Chi Fraternity Norwich University.

The main object of and the principles of the society are the following:

To create good fellowship between its members and their general advancement while in the University.

The society ranks first in the college, in age, in the number of its graduates of the college and the general standing. It has been the custom of the society to have but two honorary members. Maj. Gen. R. H. Miley, U.S.V is at the present time the only one, our lamented Ransom having given his life to his country.

The fraternity know you as they read the history of this great struggle just passed. It is with a glow of pride and respect every member present or past of the Univ. reads the noble, bright page occupied by you one of her sons and their brother.

While Gen. Ransom was laid up with a bad wound at New Orlens in the spring of '64, I was often at his rooms, at such times while speaking of old times and of the Univ. he frequently spoke of you as a dear friend and classmate.

Ransom's mother and sister are now making their home in Norwich. I see I have passed the bounds of a formal letters for which you will please pardon me. If you should see fit to take notice of this endeavor to offer you the hand of good fellowship on the part of the Theta Chi Fraternity and thus honor them, please direct to your humble, &c."

On November 7th, the Indians attacked Lodge Pole Creek Station and drove off 7 mules. A Sergeant and seven men stationed there followed the Indians and killed and wounded four and took back the stock captured by them and also 30 stolen mules, which they had with them and which belonged to citizens.

Major H. S. S. Heath, whom I had sent after the Indians who had been attacking the lines and had retreated south, struck them on the fork of the Republican and whipped them twice. They killed fifty Indians and captured a good deal of their property. The men suffered greatly because they were not prepared for cold weather. Some of the officers and men were frostbitten.

In Iowa the election of United States Senator was being canvassed and the three prominent candidates were Harlan, Kirkwood and Kasson. My friends in the State were trying to induce me to enter the contest but I had written all of them that it was impossible for me to do so and I received the following letter from my A. D. C., Major Tichenor, who was ^{on} a visit to his home in Des Moines, Iowa:

Des Moines, Nov. 13, 1865.

After delays by accident, misfortune, &c., I reached home on Saturday, finding my family in better health than I had expected. Mrs. Tichenor reached home a day or two before I did, and was in better health than for months previous, and our little boy is getting well.

I met Mr. Kasson this morning, he has probably written you. He assured me that every effort would be used by himself and his friends in Congress in your behalf, and says that if the army is increased he is confident you will be made a general Officer.

I find from expressions of sentiment at Keokuk, and along the railroad, also here, that your name is being quite freely used in connection with the United States Senatorship, and I am inclined to believe that if you want that honor you could have it by asking for it. You are universally conceded to be the representative Military man of the State. All are your friends and admirers. You have no enemies. The Legislature will be controlled by Army men, and with them there is a firm determination to give the political control of Army men.

The leading politicians see the necessity of this, and as a means of keeping the Union strength united, they will acquiesce. Hence it seems to me very clear that if you want to be U.S. Senator and will make proper efforts you can be elected without the least doubt and with but little opposition. You, of course, know what will suit you best, and have doubtless marked out the course of your future aspirations. I have, therefore no advice to give you. I want you to succeed in that which you prefer and my efforts and prayers will at all time be with you, but I must say that it would be the happiest event of my life to see you elected to the United States Senate. You could certainly have no better endorsement."

On November 14th, I received a dispatch from General Wheaton in which he said that a large band of Indians attacked Col. Fleming's command ^{6th} Cavalry ^{they} at Alkali Station, ^{West Va.} fought them and pursued them, whipping them in every engagement, capturing from the Indians 13 head of cattle, all they had. He ran them so close that they threw away buffalo robes, lariettes and arrows and thinks they are the same party he fought on the Republican. He reports having killed five Indians. He thinks these Indians are the Cheyennes belonging to the southern Cheyenne band who were working their way south to the main body who made the treaty with General Sanborn.

On November 13th, I wrote Mr. L. W. Shattuck as follows:

Ft. Leavenworth, Nov. 13, 1865.

I take pleasure in acknowledging the receipt of your communication of the 4th inst. notifying me of my election as an honorary member of the Theta Chi Fraternity of Norwich University; also enclosing the action of that society on the death of Gen. Ransom: for all of which please accept my thanks.

No one, excepting the members of his family, felt more keenly than I, the death of General Ransom. Since we were cadets together at Norwich, we have been warm personal friends; in fact, brothers; and I was not prepared to see him taken off so early and so unexpectedly. A truer, nobler, soldier did not live, and he died lamented throughout the army. He had wondistinction in all grades in which he served and no one served with him, but to respect, and no one knew him but to love him.

He came to Sherman's army during the Atlanta Campaign and at his and my request was assigned to the 4th division of my (the 16th) Corps, and when I was wounded he fell to its command. In the reorganization of that army, he went into the 17th corps which he commanded during the pursuit of Hood. His anxiety to do more than his duty was the cause of his death. By his death, the service lost a valuable officer and all that knew him felt they had lost a friend that they could not replace.

I am glad to see that the home of his boyhood, the college at which he was educated, and his state, cherish and honor his memory.

I look back upon the days I spent at Norwich as the pleasantest of my life. The trouble I might have given the President, Tutors and Adjutant, which was no little, I trust they have forgotten. I know that the good lessons and firm principles taught me there were the basis of what little success I may have achieved since, and it will always give me pleasure to do all in my power to advance its interest and pride to know that I am kindly remembered by its faculty and cadets."

On November 15th, a large body of Indians believed to be Ogallala Sioux crossed the Platte six miles above Alkali. Col Brown, 12th Mo. Cav. with all available forces at Alkali and Cottonwood, some 300 men 12th Mo. and 6th West Va. Cavalry. Heath started on their trail. The mountain men who examined the trails and counted the lodge pole tracks estimated that there was 1500

of them. They were the Indians whom the Secretary of the Interior wanted escorted south but the Indians had broken away and left by themselves, committing depredations along the road as they travelled.

On November 16th, I received orders from the War Department to muster out the ^{Department} staff officers - my Adjutant General and two aides. I wrote the following letter to Col. T. S. Haynes who had been my chief commissary of Subsistence during my command of the Department and on the plains. Col. Haines was a very efficient officer and had been of great aid to me. He was one of those officers who was very practical and did not try to find reasons for not doing things. He appreciated many times during the War that regulations and red tape had been laid aside temporarily to accomplish what was in view. The following is the letter:

St. Louis, November 23, 1865.

I desire to express my thanks for the efficient manner in which you performed the duties pertaining to your Department while I was in command of the Department of Missouri, and I saw the evidence of this while on the plains.

I am fully aware of my indebtedness to you for the efficient aid I always received from you.

No one can know how much a commander can be aided and all his operations made successful by efficient officers in charge of his Staff Department nor how much credit they are entitled to.

During my service I have never received more efficient, cordial and valuable aid, than I did from you and your subordinates.

I enclose you a letter which I sent to Lt. Gen. Grant, while in command at St. Louis. It may have some value in making up your record, and give you the satisfaction which all officers feel when they know that their efforts in behalf of the Government are appreciated and admitted without any knowledge or solicitation on their part."

Captain J. F. Bennett, who had been my Assistant Adjutant General of Volunteers, whose ^{home} had been in New Mexico, was one of the officers mustered out. He spoke several Indian languages and was acquainted with all the Indians in that country and ~~had~~ wrote the Hon. D. E. Cooley, the Commissioner of Indian affairs, the following letter:

Ft. Leavenworth, Nov. 23, 1865.

I have the honor to recommend to you for special agent of the Papagoes, Peimas and Maracopas, Captain J. T. Bennett, Asst. Adjt. Gen. of Vols.

Captain Bennett is about being mustered out of the service; has served on my staff for the past year and is an officer of strict integrity, excellent morals and of more than common ability.

He is fully acquainted with these Indians, speaks their language, has been a resident of their country, and I know will fill the position with credit and to the great benefit of the Indian Department.

These tribes are in a state of semi-civilization and cultivate their lands to a considerable extent. The Peimas raise several thousand bushels of wheat annually, which they sell to Mexicans from South and to the miners of Arizona.

The Papagoes and Maricopas are not so industrious but with proper direction and an officer to look carefully to their interests, one who would assist rather than impoverish them, they soon might be made to subsist themselves and be a benefit in the development of the rich mineral and agricultural resources of Arizona.

One agent can attend as well to the interest of these tribes as to have an agent for each of them. Their territory borders the rich mineral regions on the north and with proper efforts they can be made valuable auxiliaries in protecting miners and ranchers against the hostile Apaches north of the Gila.

Capt. Bennett knows their country, habits, customs and manners and I think their wants. The people deserve much at the hands of the Government. Peimas have never been hostile to the whites, since the early emigration to California, and in many instances have succored and protected them from the Apaches, the same will apply to the Papagoes and Maricopas, but not to so great an extent.

These tribes occupy the rich fertile valley of the Gila, on the south over which the Southern Overland Mail once travelled, and over which a great emigration passes to and from the Pacific annually, and over which must pass most of the supplies for the troops stationed in Arizona.

Capt. Bennett has served faithfully for nearly five years, and I trust the Department will see fit to appoint him. I know the interests of these Indians could not be placed in better hands."

The 2nd Battalion of the 18th United States Infantry had reported to me for the purpose of relieving Volunteer troops on the plains. It was commanded by Col. Carrington and was some 300 strong. I forwarded them immediately to Ft. Kearney to occupy that post during the winter. The Indians who had moved south from the South Platte had gotten on to the Smoky Hill route. On December 4th I received reports that the Indians had attacked messengers belonging to the 13th Mo. Cav. west of Chalk Bluffs, killing one and wounding one.; that they had also attacked a detachment of 20 men of the 21st United States Infantry near Dower's Station. They were repulsed with loss of six killed and several wounded. This detachment made a gallant fight. There were some three or four hundred Indians who made the ^{soldiers} attack, but they had put up an earth entrenchment around their

camp which enabled them to hold them off.

On the 23rd of November, they attacked Lt. Hutchins of the same company. After an hour's fight, he drove the Indians off, lost one killed and some wounded. The same day the Indians went 15 miles east of Blufton and attacked two stages loaded with passengers, escorted by Co. B. 17th Ill. Cav. The Indians were driven off, four being killed and three wounded. The same day they attacked Lt. Col. Turnley and fifteen men but were repulsed and on the same night they endeavored to steal the stock but did not succeed. Before these attacks were made, some of these Indians went to the stations and were told that peace had been made; they seemed to be satisfied and went away, but soon returned with reinforcements and pitched in all along the line. Col. Bent's son, George Bent, who was with the Northern Cheyennes, was reported to be with them at this time. I found that it was necessary to raise a force to attack these Indians who were lying between the Platte and Arkandas Rivers and instructed General Wheaton to organize from his *command* a force of 500 men under a competent officer with pack mules to go into this country and remain. The weather became very cold. The thermometer running down to 30 degrees below ^{zero}, with considerable snow on the ground, and I wired that this force should be completely fitted for winter work and to live in tents. There was about 10 feet of snow on the Wasatch range and it was reported all along the over-land routes that the cold was beyond predecent. Col. Bent, under my instructions had sent Black Kitles, a Cheyenne chief from Ft. Larned the latter part of November, north to see these Indians who were committing the depredations, but up to this time had been unable to induce them to go south to their tribes. They were determined to remain in the valley of the Republican. This position gave them a chance to raid on the stations of the South Platte and the Smoky Hill.

On Decmeber 17th, the Commissary Building at Cam p. ^{Utah} Douglas, together with all its stores was consumed by fire, suppoed to be the work of an incendiary. It was fortunate that there were supplies in Salt Lake that we could buy and at Ft. Bridger

which could be moved as soon as roads were broken over the Wasatch. There was one train of supplies for Ft. Bridger snowed in on the South Pass and I sent orders to these trains, as soon as they could get free, to move to Salt Lake. Our reports from the South Pass were that it was filled with snow so that it would be impossible for trains to pass through before Spring.

Major Tichenor forwarded me the following letter from Major C. C. Carpenter who had been my Commissary of Subsistence during the Atlanta Campaign:

Ft. Dodge, Iowa, Dec. 1st, 1865.

Your letter of Nov. 28th came to hand today. I was not elected. I was a candidate for Rep. and there were so many cop in this Dist that I went under. Mr. Bassett is the Senator from this Dist. and he is so reticent in respect to what he intends to do that I can hardly tell what his proclivities are in respect to Senator. I think he is a friend of Kasson buty maybe worked over very easily.

For myself I thought of Gen. Dodge all the time before the election. I believe he would make a U. S. Senator for the times and I think he could be elected. Gen. Vandever is a candidate but his record is not as good as Gen. Dodge's. There is going to be such a struggle this winter between Harlan, Kasson, Kirkwood, Stone, Vand4ever and perhaps Hubbard that it appears to me Gen. Dodge's friends could form a combination which would insure his election. His location is good, from a portion of the State where th re are no other candidates, and his military record as good as any officer from this state.

I had heard that he had been appointed to an office in the regular army, which I supposed accounted for the fact that he was not before the people. If he should be a candidate, I would do all for him that I could. I wish I was in the House not only to Leg. for him there but to vote for him."

At the same time, there was sent me the following letter from the Chicago Republican:

One of the first and most important things the Legislature of Iowa will have to perform at its approaching session will be the election of a U. S. Senator to fill the existing vacancy, occasioned by the Resignation of Secreaty Harlan, and for the full term of six years succeeding. The importance of the Position, the number and acknowledged ability of the several candidates, added to the probability that the same men will be chosen to fill both the unexpired and the full term, invest this election with peculiar interest.

It would be foreign to my purpose to discuss the relative or absolute merits of the several distinguished gentlemen whose claims are being urged, more or less persistently, for the coveted position. Cheerfully conceding to each the fitness which is claimed for him by his more immediate friends, I think I do not err in my estimate of them or of him when I say that Gen. G. M. Dodge, whose name is but newly mentioned in connection with the position is the peer of any in the varied acquirements and accomplishments calculated to dignify and adorn the high office of American Senator. More than that of any other man now mentioned does the name of Dodge stir the patriotic impulses and awaken the liberty-loving enthusiasm of the people to whose military history his achievements have added so many illustrious chapters. Gen. Dodge is not now, never has been a politician in the sense in which that term is ordinarily used, and is as little versed in the wiles of political intrigue as he is destitute of the ambition of the mere place hunter. Living the lffe of

a quiet, unobtrusive, and valued private citizen, at the breaking out of the rebellion, he responded with alacrity to the first bugle call of his country and placing himself at the head of the Iowa 4th, began a career which the campaign through Missouri and Arkansas, terminating at Helena Pea Ridge, Corinth, Atlanta and subsequent engagements have made illustrious. But his military record has gone into history- a history studded with brilliant achievements and commissioned for its great actors with imperishable renown. As a soldier, his career is without a stain and he enjoyed a remarkable degree, the confidence of his superiors, the respect of his subordinates, and the love of his men; as a citizen is sans peur et sans reproche. True, in all his impulses, all his feelings and acts to his country, which can demand of him no sacrifice, as patriot, soldier or citizen he would feel unwilling to make; he is, above all others, the man whom Iowa should, at this time, delight to honor, by investing him with the dignity and clothing him with the responsibilities of her highest representative office.

The Jeffersonian test- honesty and capability- may be applied to him with the utmost safety. Gen. Dodge is both honest and capable, ready to acknowledge the claims of public duty as he is fearless in the discharge of them. Placed in positions well calculated to test his fitness or demonstrated his incapacity for elevated station, he has never been known to betray a public trust confided to him, nor to shrink from a faithful discharge of the duties its assumption imposed. It is not too much to say he never will. An honest, ~~faithful~~, patient and persevering worker, zealous ly devoted to the highest and best interest of his State and Country, Iowa can find no more fitting representative in the American Senate, at this juncture, than Gen. Grenville M. Dodge, the unselfish friend of the people, already elevate by the purity of his private life, and public character above the squabbles of wire pulling politicians for place and position. Signed G. G. W."

I have no idea who wrote the above article.

I had instructed Captain J. S. Bennett, who had left me and started for his home, to keep a close lookout as he travelled ~~west~~ and report to me anything that he saw needed attention and on December 16th, he wrote me from Fort ~~Bridge~~ Dodge as follows:-

"We arrived here last evening in a terrible snow storm and have been compelled to lay over today. Tomorrow we expect to pull out as the storm is somewhat abated. The snow is about 8 inches deep with a strong north-west wind.

Col. Leavenworth accompanied us from Council Grove to Fort Larned. He is as crazy as a lunatic on the Indian question, and before he knew Who I was, commenced to shoot off his bazzoo at Gen. Dodge. I very soon put a stop to that. He dont know any more about Indians and Indian character than those old New England whomen who are holding prayer meetings for the "poor Indians", and I told him so. There are ten thousand men west of the Missouri who have been among the Indians more than he has, and he acknowledged to me that he knew nothing about any Indians but the Comanches and Kiowas. He says you have been his worst enemy. He is a demented old fool. He advises me to apply for an escort from Larned, and said if I did not get it he would protect me with his Indians. I respectfully requested him to keep his Indians off of the road and I would take my chances in getting through the others.

I met a lot of the Cheyennes at Larned who say they are going to drive the Crows and Osages off their lands. The

officers at this post say they were while here very insolent and exacting. Col. Leavenworth told me positively that he saw the orders from Gen. Pope conferring authority upon Gen. McCook to give orders to Sanborn &c.

There are a good many trains upon the plains that must suffer terribly. I have passed Dodd's train at Cow Creek; it cannot get through this winter. There is a large train here tonight for Fort Union and I am confident it cannot get through. Things on this line need looking after. They are in a miserable condition. I wish I had had authority to inspect the posts on this route. Should you remain in command until spring it would repay you well to go over it, but for God's sake, don't try it this winter.

I have learned from several officers--this line--that Doolittle based his entire opinion upon Leavenworth's representations. I hope the weather will permit us to proceed in the morning."

Fort Dodge was named after me, not as an honor, by a command that I sent out there in there in the winter, after it was too late to furnish them lumber or anything for an encampment and they had to make dug-outs in the Bluffs for the purpose of wintering and the Colonel in command of the detachment wrote me that they were so mad at being sent there in the winter with so little accomodations that they had named the place Camp Dodge. This location was a celebrated crossing of the Southern Indians of the Arkansas Valley. There was a practice ford of the Arkansas near here and the trails all centered here and it had been an important point during all the time I was in command of the plains. From Camp Dodge, when a permanent post was ordered there, they named it Fort Dodge and after the war when the fort was abandoned, a city had grown up there, which is now known as Dodge City.

On December 16th, I received the following letter from my old friend S. J. Kirkwood, who was a candidate for Senator:

"I have intended writing you for some time, but have postponed it until now.

I am a candidate for the U. S. Senate and would be glad of your support. I understand from Mr. Clark who saw you at St. Louis, that your first preference would probably be for Mr. Kasson. I think Mr. Kasson cannot be elected and that the "fight" will be between Mr. Harlan and I. I think Mr. Harlan should stay where he is. He left the Senate voluntarily. He can be of service to the State where he is and another can fill his place in the Senate. Why should we lose the benefit of having a cabinet Minister, from our state merely to enable him to go back to a place he voluntarily abandoned.

I say nothing with regard to Mr. Kasson for two reasons; 1st, I suppose from what I have heard you prefer him, and 2nd, he and I are not on friendly terms. Q

On December 18th I received the following letter from Major J. W. Barnes, Wasaw, Illinois telling me of the location of my Staff. He was entering a manufacturing concern in Missouri. Captain Edward Jonas had gone to New Orleans where his brother, who was on Hood's Staff, had lived. George E. Ford had gone to his home in Philadelphia and Major McElroy to his home in Ohio. My staff now consisted of detailed men, Lt. E. F. Ware and Mr. Mackie, and Mr. Williams, my Assistant ^{mustered out} Adjutant General. The staff had been with me during the entire war and all of them were efficient men in their way. Major Barnes came with me as a Lieutenant and was in my Adjutant Office from the beginning. He was very careful and very reliable but was sometimes a little sharp with officers. He was modest but looked carefully after my interest and I never knew him to make any mistakes or assume any authority he did not have a right to. My superior officers had great confidence in him and when in my command, would consult freely with him.

Major George C. Tichenor, my A.D.C. was a man of details. He kept track of everything. He was my monitor, calling my attention to things he thought ought to be attended to; was a very bright politician and wanted me to run for every office in the country. Nothing came up in Iowa but what he thought I ought to have the place and he could not comprehend why I did not ask for anything; why I would not write a letter asking anyone to aid in my promotion and refusing absolutely to touch politics; however, he was of great aid to me. When he went into civil life he became a very prominent man; was Assistant Secretary of the Treasury. Every Congress, Republican or Democratic depended on him to draw up their tariff bills. He travelled all over Europe for the Government looking up the custom and tariff questions and, while he was a republican, whenever the democrats were in power, they called on him to draw up their ^{Tariff} bills. He told me he could draw up a tariff bill that the country ought to have but neither party wanted it and that he could draw up a bill that neither party wanted and it was a singular fact that all the statesmen who

had anything to do with him, had great confidence in him. In latter years, when he became an invalid, he was made chief appraiser in New York and his son, Henry Tichenor, has followed in his footsteps in the tariff question and during the last contest in Congress, under the Payne-Aldrich bill, ^{he} was utilized to help draw it up and then was used by Dolliver to help pull it down. Like his father, he had his own views on these questions but he could find arguments on both sides. It is a great pleasure to me to have had the freindship of the Father and family and also of the son and family.

Captain Edward Jonas came to me on the Atlanta campaign. He was a Lieutenant of the 50th Illinois and was captured at Shiloh and had been in prsion all the time until 1864. He was the coolest man I ever saw under fire. He never lost his head and I always used him on the field to take important orders, where it was necessary to go in places of great danger. I used to say to him when he got behind the line where he was going, to leave his horses and walk up but he never obeyed me and rode right into the thick of the fight, delivering his order coolly and reporting, and it is a singular fact that his ^{Major Jonas} brother ^{Major} who was a Commissary of Subsistance of Hood's army, ~~Captain Jonas, Lieutenant, 50th Ill.~~, who moved in an early day to New Orleans and went with the confederacy. Captain Jonas was devoted to my interests and was a young man who very seldom said anything. He was a good listener and a good judge. I was always certain whenever he brought me a report that I could rely and act upon it, which was of great aid to me.

Captain George E. Ford went into the service from my own home, Council Bluffs, as a Lieut. of Co. B. of the 4th Iowa Infantry. He acted on my staff during the battle of Pea Ridge but when Col. Kinsman the commander of his company was made Lt. Col. of the 23rd Iowa, Ford was made Captain of his company and returned to it. When the regiment was very much depleted, I had him appointed an A. D. C. I found

Ford to be a careful, painstaking, reliable young man, who kept everything around the head-quarters in good discipline and in good order and was very popular with all the attaches of the Head quarters, which was a very important thing in the field. No matter how much cursing and fault finding there was at other head-quarters, I was never troubled any at mine when Ford was with me. Then, he was a very brave young men. On the field he was fearless, was quick to see and quick to act. The fact is, I had efficient men on my staff during the entire war. I have mentioned them along as they came and left me but I don't know of a single instance where they were not efficient. Captain C. C. Carpenter, my Commissary of Subsistence and Captain J. K. Wing, my Quar-
ter Master, were both with me up to the time I left in ^{Aug} 1864, at the Atlanta Campaign and they were, without question, able, honest, reliable officers and handled their department with great ability and I was often spoken to by the division commanders and by my superior officers in regard to the way they transported and fed my command.

Captain J. S. Bennett came to me when I took command of the Department of Missouri. He spoke several Indian languages. He was a careful, fearless man, had always lived on the frontier in New Mexico and in my campaigns on the plains he was very efficient. I could send him anywhere, no matter how think the Indians; he would travel over the lines where no one else seemed to be able to get through and in this way was of great aid.

I left Ft. Leavenworth on December 18th to go to Council Bluffs to attend to my personal business. I arrived there on the 21st--a very cold day, the thermometer being 24 degrees below zero. This was a very hard trip, I being two days and nights on the road. Captain George E. Ford accompanied me. There was hung at St. Joseph on the day we passed through there, one of the guerrillas who had been caught when I com-
manded the Department of Missouri, ^{he} had been tried, convicted

and sentenced to be hung. When we reached one of the small towns in Northern Missouri, the proprietor of the stage station took me aside and asked me if I knew whom the people were with me in the stage. I told him that I did not and he said they were the brother and sister of the man I had ordered hung and he advised me not to go any farther for he said they were desperate characters. Captain Ford also said he thought I ought not to go on, although I had no fear; however, I was anxious to get home and concluded to go on. I sat facing them. I saw the couple were not well clad and had no blankets. Soon after we left St. Joseph, I told Ford to share his blankets with them; he offered them but they refused to take them. After a while I said to Ford again, "Give those people two of your blankets; we have many and insist upon their taking them." They hesitated, but my order was so sharp that the woman finally took them and utilized them. I think the cold from St. Joseph to that place had mollified her feeling toward us. It was late in the night when we reached Hamburg where they left us to go to Nebraska City. It was a great relief to us. I know Ford did not shut his eyes all the night but I went to sleep.

We arrived in Council Bluffs in due time after a very cold, dreary and anxious trip.

On December 28th, the War Department issued General Order #168 ordering ^{me} to be honorably mustered out of the service of the United States, to take effect on January 15th, a large number of Generals, among which was my name. This was a surprise to me and Generals Sherman and Pope, but I was not displeased at ~~it~~ because I had made all my arrangements to leave the service by April 1st. I immediately received a dispatch from General Sherman and Pope, both of whom said that no official report had been received at their headquarters and said the order took General Pope and himself by complete surprise. He said, "We have telegraphed to Gen. Grant an emphatic message urging your retention and have named others who could far better be spared. We only know of the order as yet by the newspapers."

As soon as General Gratz received this notice from General Sherman, he immediately wired that the order, so far as relating to me, had been revoked; that it was a mistake and oversight of the War Department.

to Denver

The establishment of the Smoky Hill route by the Butterfield Overland dispatch made it necessary that some officers should be placed at Ft. Ellsworth where the routes going up the Smoky Hill and Arkansas come together, and that the district of Kansas should be divided into an Eastern and Western district. I so informed General Pope and an order was immediately issued bringing that about. We were having a very hard winter. General Connor wired me that the snow on the plains was so deep that no mail had gotten through for fifteen days and there was no prospect of its being much better. Some of the Sioux tribes whom I had sent Big Ribs after had come in ~~from~~ Ft. Laramie. They reported that they had had a quarrel with the Cheyennes which had resulted in a fight; that several Sioux, one of them Chief Bad Face, also several Cheyennes, had been killed and wounded in this fight. The Sioux claim they drove the Cheyenne out of the country, which was their reason for moving south to the Republican. I had given orders at Ft. Laramie that as the Sioux or any of the tribes came in there for the purpose of being free and making peace, to locate them near the fort and to feed them well. I knew that if they were getting rations from us, it being in the middle of winter, and they had been kept north during the summer fighting Connor Cole and Walker and were not able to lay in any winter supplies, it might be an inducement for them to come into Laramie and the Government had authorized me to use supplies, keeping a close account of them so that they could be charged up against the Interior Department.

On January 5th, the force that I had organized to send to the Republican moved from Cottonwood under Colonel Brown of the 12th Missouri and they were instructed to find

some good location on the Republican for their main camp and then to scout all the forks of the Republican attack the Indians and drive them out or make peace with them.

1866
On January 6th, I received the following telegram from E. Creighton of Omaha, Neb.:

RR. 1
The commissioners passed over the road today, and telegraphed the Secretary that they find first section of forty miles in superior order.

Union Pacific Nebraska
This took the road to Fremont, it being the first section that was built.

I received a dispatch from Ft. Laramie on the 8th that there was great fear that Big Ribs and his party who had been sent out to the Sioux and Cheyennes had been killed by the Cheyennes. The Cheyennes who had come in said he had not reached their village, but I soon ascertained that this was not correct.

On my return to Ft. Leavenworth on January 8th I wrote to Gov Kirkwood in answer to his letter as follows:-

"I look upon Kasson's chances now as slim and I hope you will win. My friends will vote for you. I have been talked of as a candidate but my answer has always been, 'Not as against you and Kasson.' I also told him that most of my friends on the slope who were Kasson men would go to his support; that it was natural that they should support Kasson as long as he was candidate. Many of them, I know, prefer you, and will, as soon as the fact is developed that Kasson cannot be elected, will turn to you."

On the 13th of January, I received the following letter from General Upton, who was in command of the district of Colorado:

"I have today made application to be ordered to Washington, for the purpose of submitting to the Secretary of War, a new system of infantry tactics. The changes I have made are radical, and I am sanguine that if I can but secure a preliminary hearing the work will be adopted. The subject of tactics has engaged the military mind ever since the close of the war, and warm discussions fill the military journals. It is now very important in view of the reorganization of the army and the adoption of a uniform militia system throughout the country, that a tactics be presented, adapted to the country and based upon the experience derived from the war. My application will give you the cardinal points of my system, and if you can strongly endorse it you will oblige me very much. All I want is the chance to submit the work, leaving its merits to be decided by the board of officers which I have requested to be appointed.

The arrival of the new Chief Quarter Master, and the new commissary, Maj. Robinson, who is a sterling man, will permit my absence without prejudice to the service.

I feel the importance of prompt action, but shall be thwarted if either you or Gen. Pope should state that I could not at present at present be spared. Lt. Col. Fitzsimmons would remain in command.

If in addition to the mere approval, you could state an opinion as to the necessity for a modification or change of tactics, it will aid me materially and place me under many obligations."

I knew that General Upton had been at work on his tactics and he had explained them to me. It was a change from the two-rank formation to four and was a great revolution in the formation and I was very pleased to have him go to Washington. He had been a very efficient officer throughout the war and had made a study not only of the tactics but of the different organizations of the army in the staff department and had very clear and distinct ideas which I knew were in ^{view of the} accord with the principal officers of the army.

I received notice at this time that I had been appointed Colonel in the regular army but I had already made known to General Grant that it would be impossible for me to accept it as it was my intention, as soon as I could get out of the army, to go to my work on the Union Pacific.

On January 16th, Big Ribs returned to Ft. Laramie with a large delegation of Sioux Indians, which made the prospect for peace with the Sioux Nation good.

On January 20th, I received a ~~worder~~ from Colonel Brown that he had found a fine camp on the Republican, four miles below the mouth of Medicine Creek and about 80 miles to the south of Cottonwood; that three of his scouting parties sent out on the 13th had just returned; they reported having been attacked by a war party of Cheyennes near the crossing of Black Water, Indians estimated at from thirty-five to two hundred. The Pawnees captured one horse, several saddle robes and moccasins &c. The weather had been intensely cold for the last three days; that several of his men had their hands and feet frozen.

On the 20th, I also received a dispatch from Captain Bennett from Mesilla, New Mexico, giving me an account of what was going on in Mexico in their conflict with the French:

I reported, in complicity with your order, from this place on the 9th inst. and hope by the 1st of March to receive my order of muster out. Although business is stagnant at present throughout the territory, in consequence of no disbursements of public moneys here (all vouchers are required to be sent to St. Louis for payment, and the great distance occasions much delay and inconvenience to business men) still, my business prospects are even more flattering than I had anticipated. There is a rumor current throughout this district, that Gen. West has been ordered here to relieve Gen. Carleton, and that Gen. Mitchell has been appointed Governor of the Territory. I pray God that these reports are well founded, for if ever a change was needed it is here. It is also reported that New Mexico has again been constituted a Department. This is unquestionably as it should be, for its remoteness from St. Louis, or San Francisco occasions great delay in the transaction of business, works injustice to officers and men, and dis advantage to the Government, so long as it remains a district, subject to the orders of the Comdg. Officer of either of those Departments.

President Juarez with his ministers, Cabinet and about 500 troops are at El Paso, fifty miles below this place. The French have withdrawn from the city and state of Chihuahua and Juarez is awaiting subscriptions to his loan, and for that material aid, which he confidently hopes our Government will afford him in driving the usurper and tyrant from Mexican soil. I expect to visit him next week at his headquarters.

I suppose our pleasant little military family are, by this time, scattered from the Rocky Mountains to the Atlantic. Oh, how I would like to meet them all together once more! Congdon writes me that Jonas is out of the service, and that Barnes has retired to the quiet shades of Home

I found my wife and family well, with the exception of her father, who is still very feeble. They were anxiously awaiting my return, after an absence of two years, and I assure you, that since I arrived, I have been enjoying myself hugely, and am as happy as a lord.

If it would not be too much trouble, General, I would like exceedingly well, a map of your command as it existed when I was with you at Leavenworth, for future reference.

I hope to make a beginning in mining operations this season. There is more interest being felt here in that direction this season, than ever before, and I believe there will be some rich developements made. We have had quite an immigration the last year, and hail with delight all enterprising, industrious people from the east to our borders. ✓

The Government was sending out advertisements for the transportation of supplies on the plains during the year 1866 and I enclosed one of them to Gen. L. C. Easton who was the Chief Quarter Master of the Department of Missouri, showing its defects. ✓ The fact is, there was a great disposition in Washington to take hold of Indian matters and run them to suit themselves, which was a great detriment to the service as it proved in every instance. ✓ I wrote General Easton the following letter in relation to these advertisements:

"I enclose advertisement for transportation by Government freight for year 1866. (P.2.A.G.O. U.S.F.) I do not know under whose order this advertisement was drawn- one or two things in it I desire to call the attention of the Government to.

1st, On route No. 1, Fort Leavenworth, Fort Laramie and Fort Riley are mentioned, I suppose that Fort Kearney should be substituted for Fort Riley, as we certainly will not haul stores from Ft. Riley to the Northern Route; but the main object I have in calling attention of the Government to is, that if they should advertise to deliver the freight at ends of the two railroads, over which they propose to take it, being the U. P. R. R. for the northern route and U. P. R. R. East Division for the southern route, bidders will bid ten per cent cheaper than they will if they think they will have to transport it by train from Fort Leavenworth, Kansas. The expense of keeping stock around the fort where forage, &c. has to be bought, instead of loading in the Platte or Kansas Valleys at the ends of the two roads where grass is plenty, will easily make this difference. By May 1st, we can send freight for northern route 100 miles west of Omaha, or within 100 miles of Kearney, saving 200 miles of land travel for that route over last year's letting.

On the southern route, we will be able to send it about 100 miles west of Leavenworth at end of U. P. R. R. East Div. saving on southern route 100 miles of land travel over last year's letting. The contractors, under the advertisement, will claim to take it from the depot on Missouri River and transport by cars themselves, thereby making a clear gain of the difference between R.R. and ox or mule transportation. This difference the Government should save.

Lastly, it should be stated in drawing up the contract that contractors should be allowed a certain length of time for transporting freight each 100 miles. This will avoid the trouble we have had the past season of having stores turned over in May, lying in sub-contractors hands, for weeks before starting and not reaching their destination for weeks or months after they should have been delivered.

These points I consider very important to the Government. My experience the past year tells me that the success of this year and the economy depend greatly upon adopting them in the advertisement and delivery of the final contract."

On January 8th I wrote to Col. W. W. Bent in answer to a letter to me giving his report of his failure to make any treaty with the Cheyenne Indians. Under my directions he had been endeavoring to make them join their tribes south of the Arkansas. The letter is as follows:

"On my return from the North, I find your letter of Nov. 20th 1865. I am sorry that your mission did not succeed. The Sioux and Cheyennes had a falling out and a fight. The Sioux claim to have driven the Cheyennes out of their country. The Sioux are all coming into Laramie to make peace, also most of the Arapahoes, so that now the Cheyennes are the only tribe left at war with us. An expedition left Cottonwood a week ago, five hundred strong, to whip the Cheyennes. They are now all on the Republican, Solomon and Saline Rivers, and I think Black Kettle, Little Raven and others should go to them with Maj. Wyncoop, who will take this to you. By the time you get ready to start, my expedition will be over, and if we should happen to punish them pretty severely it will end in bringing them to terms. You should send this word, that unless they do come in and join in the treaty that all the friendly Indians are bound by the treaty to make war on them and help us fight them.

The Sioux and Arapahoes on the north, the friendly Cheyennes, Arapahoes, Comanches and Kiowas on the south, the Utes on the West and all the Indians on Reservation in Kansas and Nebraskas, at peace, who will all aid next spring in whipping and wiping out the hostile Cheyennes unless they come in and take the benefit of the treaty.

I think this course will have a good effect, for they all see that they have no chance with all the tribes against them and friendly with us."

On January 10th, at the request of General Sherman, I wrote to General Pope in relation to the routes which I thought should be protected during the coming year, as follows:

"When last in St. Louis, Major General Sherman, commanding Military Division of Mississippi, desired that I should make a recommendation for lines of travel across the plains next spring, and the points for organization of trains, so that travel could be confined to them the coming season. As the time is now approaching for the starting of trains, I submit the following as the lines that I think should be adopted, points of organization and number of armed men that should be connected with each train:

Travel over South routes to New Mexico, Arizona, South California should be the route known as the Arkansas River route and Smoky Hill route, trains to be organized at Fort Riley and Council Grove. Both of these routes have military posts on the entire length, and both are stage routes. Travel to Colorado, Utah and all northern territories--the routes known as the North and South Platte Routes should be adopted. They are the old emigrant routes and have military posts along both of them. The Overland Mail to California travel these routes. Trains should be organized for these routes at Fort Kearney. I also recommend that the new route to Montana, via Fort Laramie, Fort Reno and base of Big Horn Mts. be authorized. This will save 300 miles of travel over the old route, is a much better road and avoids crossing the Rocky Mts. twice. All trains organized at Fort Riley, Council Grove and Fort Kearney should have 50 armed men before being allowed to proceed beyond these points. Trains travelling the new road to Montana should be organized at Fort Laramie and not allowed to proceed with less than 100 armed men.

I enclose copy of order under which trains have crossed the plains for a year past and under which they are now travelling. It has proved the best method yet adopted, and where trains have complied with its provisions they have not been seriously attacked or met with any losses. Unless all trains are inspected by each Post Commander and held to a strict compliance with the order, they will straggle and break up, and this alone invariably invites attack from Indians or Road Agents and generally results in loss of life and stock. I would hold all commanders of permanent posts, such as Riley, Ellsworth, Larned, Dodge and Lyon on Arkansas route Fletcher, Monument and Pond Creek on Smoky Hill Route, Ft. Kearney Cottonwood, Sedgeiwe, Wardwell, Collins, and Fort Halleck on South Platte route, Fort Laramie, Platte, Bridge and Sweetwater on North Platte, and Fort Reno on Montana Route responsible for inspection and keeping up of organization of trains. Thus far officers have been very prompt in their duties.

We, no doubt, in early spring, will place one or two new posts on Northern route, viz: at Clear Fork Tongue River, at Big Horn River, which will make this route as secure as any of the others. I would recommend that until regular posts are established over entire length of Montana route, that emigrants are notified that an escort for trains will leave Fort Laramie once a month, proceeding as far as Clark's Fork and will leave Clark's Fork once a month every 15th of each month to return, over all the other routes no military escort will be necessary; however, when Government trains are escorted, citizen trains should be allowed to accompany them but under charge of officer in command of Government train.

Today the only tribe of Indians actually in aggressive hostilities are the Cheyennes. The Southern Indians with whom treaties have been made are quiet. The Sioux who last year waged continuous war are now all on the way to Laramie to make peace. The Sioux, I believe, are in good faith. The Arapahoes and northern band of Cheyennes are on Tongue River. I believe they will before spring join in Sioux Treaty, though they consider they have more grievances

and are not entirely satisfied. Both these tribes have admitted in their messages to us that they were severely punished the last year and lost nearly everything they had, especially the Arapahoes. But should we bring about peace with all the tribes, still I would recommend that there be regulations on these routes and trains confined to them, east of the Rocky Mountains, for at least the coming season. It will then keep the emigrant from coming in contact with the Indians, will confine it to those routes where we have military posts and will show to the Indians that we are at all times prepared to meet them. It will aid greatly in carrying out the treaty Government has made, and taking away the annoyance and ~~trouble~~ ~~disturbance~~ to Indians by the wide extent of country travelled over, when not controlled, and the necessary irregularities attending such travel.

If the order controlling this travel should come from Lt. General Grant it would be better than from local commanders, or in other words, the higher the authority, the more and in ~~most~~ ~~most~~ greater respect will be paid to it by emigrants who during peace consider that it takes pretty high authority to interfere with any of what they consider their right."

On January 10th I also wrote to General Pope in relation to posts on the new Montana route on the Powder River and Yellowstone as follows:-

"For the information of the General Commanding the Department, I submit the following in relation to posts on the route from Fort Laramie to Montana:

1st. I think that Fort Reno as a permanent post should be abandoned and held hereafter as a station on that route, say for one or two companies, and no new improvements made upon it. My reasons for this are that Fort Reno, as now placed, is from 30 to 60 miles west from any grass fit for hay, and is on a stream that does not afford water power, and only cottonwood timber, and is only 80 miles north of the Platte river. I think it should be retained as a station, as its position is well selected for protection of that section of country and is an intermediate post on the route.

The point I would select as a four or six-company post would be some 30 or 40 miles northwest of Fort Reno at or near the crossing of Piney Fork and Clear Fork of Powder River, and right at the foot of the Big Horn Mountains on the Montana road. At this point there is fine grass for hay, timber in abundance, pine, cedar and hard wood. Piney Fork is a clear swift mountain stream and abounds in fish, good bottom and fine mill privileges. We could soon set up our water mill, now at Fort Reno, but which must lie idle as Powder River proper is a wide quicksand stream with no mill privileges. This also brings Fort Reno at about the proper distance from the Platte River and protects a much longer portion of the route. As a permanent post, we also have a fine soil, susceptible of cultivation where gardens can be made and vegetables raised. The improvements at Fort Reno are not very extensive, are compact, and one company could hold the post, at same time protect the crossing.

I would also recommend the establishing of a permanent post where the Montana military road crosses the North Branch of Tongue River, which is about 50 miles from the Clear Fork just spoken of. It is near the spot where Connor had his fight with the Arapahoes, and where the northern bands of Arapahoes and Cheyennes are now wintering. It is in the heart of the country they claim. There is fine wood, water and grass for horses in abundance, the soil is susceptible for cultivation and in fact is one of the best situations for a post in that country.

Another point for a post on that route would be the crossing of the Big Horn just below the ~~mouth~~ ⁱⁿ of Cotton Grass Ledge Creek, 70 miles from Tongue River, and about 100 miles from the mining districts on the Yellow stone, and 200 miles from Virginia City, Montana; has fine water, plenty of wood, grass for hay in abundance. This post can be supplied by boat, as the Yellowstone

and Big Horn are both navigable for small boats up to this point; Mackinaw boats drawing 2 1/2 to 3 feet of water have often been corralled up to this point, and I have no doubt boats will be put in here next season that will reach it. Stores could also be taken up here for Tongue River and Clear Fork posts.

Another point is the crossing of Clark's Fork, near valley of Yellowstone, 60 miles west of Big Horn and 140 miles from Virginia City, and very near the most easterly mining districts. Wood, water, grass and hay abound here, and a good soil susceptible of cultivation. The emigration to Montana hereafter will take this route; it is one of the finest overland routes on the continent, is 350 miles nearer than the old route and avoids crossing the Rocky Mountains twice. The road from Virginia City east, crossing the Wind River on Yellow Stone Spur, is a broad military road of easy grades and travelled extensively by miners and settlers as far east as Rose Bud and Clarks Fork. This line of posts can be held by two or three companies at each post. Holliday proposes to put on their coaches to Montana over it, when established, and the telegraph company are now preparing to put their Montana line up along it. It will be the best military protection from Indians that Montana can have, and it locates our posts in a desirable country, abounding in everything necessary to build and sustain them. I have given the matter careful attention and I feel that we should move early in the spring, establish all our part of the posts and especially that we should establish the new location of Fort Reno as soon as the weather admits. The emigration to Montana west will soon be commenced and it will nearly all travel this route. Necessity and enterprise soon will open up the Yellowstone and Big Horn rivers and we will put our stores in that country at a much less cost than at present. I desire to hear from the General on this subject, especially the relocation of Ft. Reno. This alone will open the route to travel, as every month we can send escorts for trains over the dangerous part of the route."

During all the time I was in command of the plains, I had had my engineers in every district looking up the data for a general map/ I had had a great many applications for it and I wrote the following letter to General Easton in relation to the payment of it:

Ft. Leavenworth, Jan. 14, 1866.

I have about completed the map I have been so long in making, and it is probably the best that has ever been gotten up of the country embraced in my command, and the information ever before gotten has been compiled and I have added to it that obtained during the past season by myself, by our engineers and scouting parties, as well as that obtained by the engineers of the two U. P. R. R. Co's. It has all the roads, mountains, rivers, military posts, mining districts, &c. with all the distances. To copy it would be impossible. I have, therefore, made arrangements to photograph it. The cost of which will be \$150 which will give me 12 copies, and \$12 for each additional copy. The first dozen copies will furnish all depots that require it with a copy. I have no means to pay for the photographing of it except I do it myself. I desire to know if you cannot pay for it out of the funds on proper vouchers. The aid to you alone will be worth twice that price, and to Gen. Pope, Gen. Sherman and all connected with the command, it will be invaluable. I do not feel able to bear the expense, and I consider Government should. I have expended out of my own purse already in work on it and in obtaining the information, \$200. "

The Government had gotten so economical that they did not ever want to pay for a map but as soon as they saw the map they were not only willing to pay for the copies I asked for but ~~they~~ had

to print a very large number of them--every officer of the Government wanted them. They were the standard map for all the country west of the Missouri, to the California State line until that country was mapped from ~~Government~~ surveys. /

I had received a letter from the Hon. Henry Wilson who was at the head of the Military Committee of the Senate, in relation to the necessity of establishing a reconstruction Bureau in the Army dividing up the work of the Quarter Master Department, ^{and wrote him} as follows:

"While the reorganization of the army is under consideration, I desire to submit the following for your consideration.

The propriety of the establishment of a construction Bureau, the same as that of Engineers, ordnance, Quartermasters, Subsistence, &c, the Bureau to have charge of the construction of all bridges, arsenals, barracks, railroads and wharves, in fact structures of all kinds of fortifications, in the latter case it furnishing labor and material, and building under direction of an officer of engineers.

At Present the Ordnance Dept. builds for itself; the engineers the same; the Qr. Mr. builds for his department and the Subsistence Dept. and it sometimes occurs that these departments may all be building at the same place and time, and are all competing for material and labor in the same market, and of course to the detriment of the Government purse. During the war such a bureau would have been of great aid to arms and would have saved great expense. Necessity required that they should improvise from raw material to rebuild railroads, storehouses, bridges, &c. You can easily see the great benefit if we have such an organization. It is not necessary for me to enlarge on this. Also a Bureau or Department of Transportation independent of the Q. M. Department, which should have entire charge of all Government Transportation, and on which all other branches of Government should call for the transportation of men and material; as now organized it is a part of Qr. Mr. duties on which the Qrd. and Sub. Depts. call for their transportation and often complaints are made of favoritism or of looking out first for their own transportation; making it an independent department with its own head avoids this at posts of not sufficient importance to assign an officer to the department. The duties could be performed by the Q.M. or C. S. as is now often done in those departments, one officer taking charge of both duties and reporting to the heads of each department.

It is well known in the army that the Qr. Mr. Dept. has more to do than perhaps all other departments combined, and this multiplicity of duties is not consistent with having everything well and properly done. This is so well understood that we take it for granted that the Q. M. dept. will be found with ^{by} all other Depts. That they have done well during the war, no one denies or doubts. With all their duties it is a wonder they have done so well. But how much better could it have been done had each of their duties been a separate department.

I do not think this change would be much if any additional cost to Government, as now each of these duties is performed by the Qr. Mr. under charge of overseers--civilians who are often paid more than the pay of a commissioned officer. This change makes a specialty of their duties, and educates officers for those duties and forms the basis for expense to any degree; in case of any necessity that may arise. I believe that most officers will agree with me that it would aid greatly to the efficiency of the army especially in times of war, and we now with our experience should lay the foundation for the best system and organization in the world. I hope you will give it your attention."

On January 20th, I received a letter from my old friend, Col. M. M. Bane who had commanded a brigade under me at Corinth and in the Atlanta Campaign. He was a staunch republican, a fine officer and a ready speaker. He lost one arm in the service. This letter calls up many interesting instances in the war and is as follows:-

Washington, D.C. January 20-1866.

"I was glad to get a long letter from you a day or so since. Your letters are always interesting to both of us.

I suppose you are out of the service finally and I think you must be glad of it. Almost five years you have not been able to call a single moment your own; in fact there is not one minute than an officer, in such a service as ours has been during your term of service, can call his own or which his nearest and dearest friends can claim with the assurance of obtaining.

When these things come up, I always think of the death of Sherman's child at Memphis, and the very touching letter he wrote concerning it at the time. Save in a purely military sense, I do not admire Gen. Sherman, but he certainly can express himself to the point with his pen. I was glad to see his brother re-elected to the U. S. Senate again as I think it will help to hold the Gen. level on politics.

Free and universal suffrage in D. of C. is quite popular. How glorious that the District of Columbia is free indeed. The lash shall never more be heard in the shades of the capital. This victory is a concession of the whole principle and I think the President dare not veto it. I hope he may not. I have great faith in President Johnson, yet there are some things that look like he was not consulting principles of justice in all his dealings with the south; still I hope and trust in Congress. Wade made a short speech the other day in reply to old Doolittle (curse him) which will do your very soul good to read. It possesses what is the cardinal virtue in every military man's esteem, "brevity and to the point". The first time I ever saw old Doolittle, I thought he was too flat on the top of his head to be able to stand for principle when policy or selfishness made her demands but thank God, the people have sense enough to lay all such men on the shelf, where I hope he may soon find himself rusting.

I am quite well pleased with N.E. people in many respects, especially in point of education. You scarcely find anybody, male or female, who is not educated. There are about three females to two males; this would to some be an objection but I cannot myself see it. It may sometimes and I presume does work a hardship to the poor female and I know of no remedy but for them to move West.

I had the pleasure on 22d of December, forefather's day, of seeing nearly all the flags and banners that Mass. troops brought home from the war presented to the State-Governor Andrew receiving them in a very neat and appropriate speech. They were presented by Gen. Couch who ran for Gov. on the Democratic ticket--poor fellow. He is a fair man but certainly makes a mistake in being a democratic candidate for Gov. in Mass.--Col. Bullock, Gov. Andrew's successor, is an ordinary man only, will not bear comparison with Andrews. He presided at Tremont Temple when Speaker Colfax delivered his lecture here. Colfax's reception was very enthusiastic; the audience cheered for five minutes when he came in. It was the same with Kilpatrick, but he delivered the flattest lecture you ever heard. Colfax's lecture was well received. Henry Ward Beecher had a cold reception here last week on account of his support of Andrew Johnson, but his lecture was good. Butler is to deliver the last in the course and we expect him to empty one of his seven vials- which is reserved you know for Grant."

I sent word to Colonel Brown on the Republican to be careful about exposing his men and stock during the cold weather; that they should keep in warm camps, where they had plenty of wood and shelter and wait until the weather changed, informing him the Indians had been committing depredations on the Arkansas route and that snow was very deep on that and Smoky Hill routes. I was afraid that they would use up their stock during the cold and snowy weather. I knew they could not accomplish anything by sending out scouting parties at such a time but my orders to them when they went out were so positive about not staying in camp that I felt anxious to get word to them to lay by during the cold snap.

On the 23rd I received a letter from General Corse who had been with me during the Atlanta Campaign for a short time, but whom I had known in the Army during the War. He was a resident of Burlington, Iowa, and was thought a great deal of by General Sherman. He showed great ability in holding Altoona against Hood's army. He commanded the 2nd division of the 16th Army Corps and it was a part of this division which made that fight. His letter is as follows:-

Your very kind favor of the 12th I received today and feel very much encouraged by it. I hope your recommendation to Mr. Durant will be of avail. I will write to him as you suggest but am very loth to press upon him my poor wares as something very superior. I hardly know what to say, but I believe I have industry, integrity and an ordinary adaptation to the affairs of life, and feel confident that I can soon fit myself for any position to which I might be appointed so as at least to reflect credit upon results that I did bring forth.

You know very well what I can do, I am sure, better than I do myself; with some knowledge of mathematics and surveying, entirely theoretical, a more practical knowledge of jurisprudence and the natural sciences, and with a familiarity with German and French sufficient to read both and speak the former, an extensive acquaintance with me and a liberal course of historical and scientific reading may be the several items of my acquired powers. The natural gifts, you with your deep insight into human nature, have long ago enumerated in me as you do in every man that passes under your vision. If to these can be added a determination to succeed in whatever I undertake, you find sufficient inducement to employ me I assure you I will try and not dishonor your judgment.

Like yourself I have been kept busy fighting Government thieves and trying to induce the Indians to treat in some instances, in others to surrender. The people are pressing the northern route to Montana as the most important and I apprehend a very large immigration will flow through this district via Fort Union and Fort Benton to the mines.

I have also the gold fever to protect in that portion of my command, lying between Lake Superior and the International boundary line. About 12000 Chippewa Indians in my command occasion much anxiety and require careful treatment, and it has been as much as I could do to prevent hostilities between them and the whites. I find it much easier to protect a position against open hostile Indians where they are

somewhat remote than I do one where the whites and Indians are contiguous and the latter living in peace or under treaty stipulations with the whites. While my command was strong the Indians were very docile, but since it has commenced to dissolve they grow quite impudent and bold.

I am fully convinced of the erroneous nature of the Indian policy and feel assured that unless that policy is changed, we will have continued and untold trouble from the Indians. The officials of this state have informed me that they have made application for a route to Montana from St. Paul via Fort Abercrombie, on the Red River, and Fort Rice, on the Mo. River, then round north of the Mo. River to mouth Milk River and so on, with the whole sufficiently supplied with troops to make it secure and placed under my command. While I do not expect any results from the application, I am gratified at this expression of their confidence in my administration. I must confess that I have been very much pleased with my position and trust when I change I may obtain one equally satisfactory to myself and those whom I serve.

Hoping to hear from you soon again, I would like to ask you what you think I can do and how I had better prepare myself in the event of your being able to give me a position."

As soon as Big Ribs returned, he was anxious for his pay and to go back to Denver to his family. I could not order his payment myself but I immediately appealed to General Pope. The instructions came that regular vouchers must be made out showing everything he had done and forwarded to St. Louis. It was almost impossible to accomplish this in the winter time as the snow had stopped the mails, but I issued the order and after two or three weeks, the vouchers got in and went to St. Louis. When they reached there, General Pope found, under recent orders, that they would have to be sent to the Interior Department. That took a couple of weeks more. Finally Big Ribs, who did not see the necessity of vouchers or such details became thoroughly convinced that he was being cheated and it was having a bad effect upon the Indians and ^I he immediately demanded his payment but getting no response, I sent word to Col. Maynadier to have his Commissary pay Ribs. If the Government did not pay it, I would. This order of mine finally reached Washington and I think they saw the necessity of it and finally assumed the debt, but it showed how absolutely indifferent they were to the conditions in the Indian country and how necessary it was, if possible, to bring about a permanent peace.

¹⁸⁶⁵
On January 25th, I wrote General L. C. Easton, the Chief Quarter Master in relation to the prices and the methods of cheating the Government in vogue on the plains:

There are some matters that have come to my knowledge in relation to the hay contract at Julesburg (Fort Sedgwick) that you should know. I do not know fully the terms of the contract but when I passed through there I asked the price and was informed that it was \$35 for the delivery at the Post. I considered that a fair price and made no further inquiries. I learned when I got to Laramie that Government was furnishing the contractors with mowing machines to cut the hay. This I learned by ordering the mowers to Laramie and the Q. M. informed me that Mr. Black was using them. I am told that Mr. Black gets \$35 per ton for the hay in the stack, on the ground where cut; whether this is so or not you know better than I. If so, it is an outrageous swindle, for he sub-let it for \$5.00 per ton in some cases, and I know that not to exceed \$10 per ton was paid by any person for hay in stack.

An order was made by the Post. Comdr. giving Mr. Black exclusive right to all the hay ground within several miles of the fort, and he sold the privilege to other parties; in one case receiving \$15 and put up for his own benefit about 200 tones--selling and using the ground most convenient to the fort, and cut and put the Government hay, which we have to haul, about 25 miles away.

This hay, I am told, was measured in the stack in some cases in few days after it was cut. These facts have just come to my knowledge. How far the contract corroborates the statement, you can best judge. I would like to know.

I also wrote him in relation to furnishing the forces on the plains with hay and wood as follows:

The question of supplying the posts between Cottonwood and Junction with wood has been so severe and costly all this winter that I think Govt. should apply the remedy early in the spring and be prepared for next winter. The difficulty this winter occurred by depending upon troops to supply the posts. The troops never reached their destination, and what few did get to the posts were weekly and monthly changed. It will be the same the coming season. The troops now on the plains will all come away and new ones will go there. This will cause new delays and probably another failure if the garrisons are depended upon to supply such a post as Fort Sedgwick or any other one that has over 30 miles to haul its wood. But the question arises, what is the most valuable, cheapest and best way to supply these posts? I will give you the data to act on and you can then decide for yourself.

1st. If a contract to supply the posts with wood is let early in the spring it can be had at Fort Sedgwick at \$50 per cord and no cheaper. Going East it will decrease in price until near Fort Cottonwood, where it can be had from \$8 to \$10, going west it will decrease in price until reaching Camp Wardwell (Junction) where it can be had for about \$15.

The points of supply from Fort Sedgwick are: 1st. Cottonwood crossings--haulage 100 miles. 2d. Ash Hollow Crossings--say 35 miles; roads bad, supply indifferent and very hard to get at. 3c. Mud Springs and Lawrens Fork - on Fort Laramie road, 60 miles haulage and the best wood in the country. 28 miles of this distance is without water. 4th. For points west of Sedgwick the plan of supply is Pawnee Fork or say 20 miles haulage for each post and it takes three days to make trips. One to go, one to come and one to cut the wood.

Now if the Govt. concludes to supply these posts itself, it should early in the spring get out at Fort Leavenworth 100 wood teams with racks to hold two cords of wood. Place the train under charge of a competent, efficient officer with entire control, whose duty should be to supply all the posts. His train should be so placed that no post comdr. could seize it, for to them is often cases of military necessity, and it should be put to work a portion of it at the Jack Morrow Canon, at points on Pawnee fork, and, a small portion, at Mud Springs. All the teams should transport wood to Sedgwick and other points except Mud Springs, where they should be used in getting the wood out on the road, and load all the trains should also be in charge of the men employed or detailed to cut the wood. Should give his personal attention to it. During the

returning from Laramie with the officers in charge of the trains

entire summer the stock will subsist on grass alone and do good service, making the cost to Govt'nemtn, the wages and rations of men employed, and wear and tear and loss of material. At the same time the Q. M. at Denver must use some of his teams in getting out large amounts of wood, and at every opportunity load returning trains, when it can be done at a reasonable price, say when it will not make the wood cost more \$30 or \$40 per cord delivered at Fort Sedgwick and pro rata at other points.

If we are to avoid the enormous expense that has so far occurred every year on the plains, we must first act early and not delay from month to month as we have done until we are caught in the "snap" that we cannot avoid and are forced into the hands of a set of cormorants, who for years in some way appear to have lived off of the necessities of Government. They all appear to be singularly provided with just what we must have. In the supply of wood and hay, until the Posts get their permanent, regular garrison, an officer of staff Departments should be in charge and remain more than a month or two at a time. The Posts will have to be generally provided through the foresight and action of the department authorities and by some one who orders for the entire season; make a specialty of the matter and is on the ground. I believe the manner I have stated is the cheapest surest and most practicable for the next season. After that the Garrison may have gotten located and may be able to each know what they want in time to supply themselves."

I received a letter from Colonel George E. Spencer who was now living in Alabama dated Washington, January 28th, in which he said:

"I came over from Washington yesterday and shall return again in a day or two. I think a rupture between the President and party very probable. One thing certain, either the President or Congress must back down. Congress will not and should not, and I am afraid the President will not. One thing is certain the Republican policy is a miserable failure and there is no loyalty in the south and if the President should succeed the few Union men south will have to leave the country. The slavery of the negro is more terrible than formerly and the country has spent millions of both blood and treasure in an idle and foolish war; although we conquered their armies they are in reality the victors. It would, indeed, be a sad day for this country to see the President's policy succeed."

Congress is made of stern stuff and will not yield. Union men are pouring into Washington from all portions of the south and all agree that reconstruction is a miserable failure and that negro suffrage is far preferable to rebel rule."

This shows the feeling of Union soldiers in the south. Col. Spencer was soon after Senator from Alabama under the reconstruction law.

1866
On January 30th, 125 Indians going north, evidently from the south of the Arkansas River, attacked the party putting up Stage Stations seven miles East of Ft. Fletcher on the Smoky Hill route, killing two and wounding several men belonging to the Butterfield Overland dispatch and took all their stock. They had previously captured a few head near Monument and had been committing various depredations on the Arkansas River near Fort Dodge. Mr. Derenick, the Superintendent of the Smoky Hill Stage line wrote me on January 31st that with four companies that are on the way up from St. Louis and

the two companies from Fort Riley with what is now on the route will give us at least fifteen men to a station and that they would go on with their stock and supplies the moment the troops with their supplies are ready. I had suggested that instead of using cavalry that we put eight or ten infantry in light wagons with four mules and that they accompany the stage from station to station, of which he approved and I issued the orders for such wagons and mules to be fitted up as soon as they were ready to put back their stock and commencing running their stages again. They had taken them off in the middle of the winter on account of the snow and cold weather.

On February 8th, some of the head men and chiefs of the Delaware Indians, part of whom had been on the plains, came to see me. They had been informed that the Government desired them to remove to a new country and a new reservation and they wished to have a selection made in the Indian territory. They did not want the reservation laid off into sections or farms but wanted it in a body of land which they could divide to suit themselves. In the selecting of reservations, they wanted two officers of the United States army to accompany them and some person representing the Government and with authority to act and were very anxious to have me go with them. Whether I could or not, they were anxious that it should be an officer of the army. They wanted to start in May and they said they wanted to get away from the Kansas reservation because their tribe is subject to internal dissensions, losses &c. where they are. A portion of them are now in that territory and will not come back. Speculators are at all times inducing them to sell out and scatter, and they believe the tribe can be brought together in harmony on a new reservation.

Capt. Fall Leaf with his band had been with me in nearly all the expeditions against the Indians on the plains and was ready to go again this season if required. He was a brave soldier and an excellent man. I informed them at the interview that I would forward to Government their wishes with my recommendation and inform them of the response of the Government to them.

While I was in command at St. Louis, I endeavored to get those who were promoting the railroad from St. Louis to Council Bluffs

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Duplicate of this on back of Page 46 F.

to organize and get to work and on the 8th I received the following letter in relation to it from Isaac J. Sturgis:

It will not be improper for me to say to you confidentially that if it is possible for the company to raise the means to buy the Platte county railroad at its sale, we now think we shall do so.

out
You perceive from the act passed in relation to it that the purchaser has the right to give a first mortgage for one million of dollars on it and to take City, County and other subscriptions to complete it. This would not accrue if the State purchased on the Road and sold it to a party. It only accrues to "the purchaser" at the sale on 2d of April. If the Company can purchase we shall push right on with all our power up to Iowa. The Platte County Railroad Co. through Stringfellow & Carpenter are hard at work in New York to raise money to redeem the road from sale. If they succeed, I cannot say when it would go to Iowa. I should consider it a misfortune for the State for them to succeed in being able to redeem, as it would retard our getting a connection with Iowa.

We will know where we stand at the sale and we cannot know enough to do anything until after that. Be assured I am ~~and~~ ^{and} ~~very~~ ^{very} anxious to get a connection with you at Council Bluffs and Omaha, and will labor to the best of our ability to accomplish it at the earliest day possible, and we thank you for the interest you take in the matter."

I received a dispatch from General Wheaton on February 9th telling me that there had been at least 150 lodges of different tribes of Indians that were concentrated at Laramie for consultation and that Red Cloud, the principle chief of the Sioux was then on his way to Laramie and showed every indication, as does Swift Bear, to remain peaceful. All this was encouraging in our efforts to come to an understanding with the Indians.

1866

On February 13th, I was called to St. Louis by General Sherman and Pope. I arrived there in a big snow storm.

On the 14th I called on Generals Pope and Sherman. They wanted to consult with me on the number of troops and the stations that should be held on the plains, stating they had received orders from the Government that all forces on the plains should be reduced to Garrisons of the principle posts, taking them away from the stage stations and all the small detachments. I informed Gen. Sherman and Pope that, of course, this would stop the stages. The Stage companies would not run under such circumstances until we had an understanding with the Indians; that the treaties which had already been made in the south only controlled about one-half of their tribes and that the other half was still north of the Arkansas with the Cheyennes and committing depredations; that the Sioux and Northern Cheyennes had quarrelled and were at war themselves, which was very dangerous to the overland routes that both sides would

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commit depredations and charge it up to the other and the Arapahoes were still holding off; that the course we had pursued simply made the Indians believe it was impossible for us to whip them and they looked upon our retreat as being forced and with all my efforts with the peaceful Indians and best men on the plains, I had been unable as yet to get a conference with the Southern Cheyennes or with Arapahoes or Northern Cheyennes and only the Sioux so far had reported.

General Sherman was rather optimistic on bringing about peace with the Indians. General Pope was of the same views as I; however, I made a report, selecting the posts and the number of troops that should be at each post.

On the 15th I took dinner at General Sherman's house. General Slocum who was there in the interest of an Express Company and General Merritt, Mrs. Felt and Miss Pratt were present. During the dinner we got into an animated discussion on the Atlanta Campaign. General Sherman was rather critical of General Kilpatrick and Stanley, while General Slocum defended ~~them~~ very stoutly. The discussion was interesting to me. I took no part in it. General Sherman appealed to me and I told him that I did not know enough of either party to give a good opinion; that the acts he criticized ~~them~~ for all occurred after I left. I looked upon Stanley as being an able soldier. Kilpatrick, I thought, was an industrious Cavalry officer but did not have very good judgment; that everything he did was exploited and made a great deal of. General Slocum said that that was true but in the latter part of the war, it seemed to be the only way an officer could get himself heard in Washington which all agreed to; however, the discussion was friendly and not with any view of doing any injustice to either officer, giving them credit for what they had done and criticizing what some of them had failed to do.

From St. Louis I sent word to James Bridger, my old guide, to meet me at Leavenworth. He had come off of the plains to his home at Kansas City and I wanted to consult him about getting these Indians together before I left the service and also as to some of the stations on the route from Laramie to Montana. When I was in

St. Louis, I arranged, if necessary, to go to Ft. Laramie to the Indian council. General Pope and Sherman both insisted upon it. I was very reluctant to go and did not think I could do any good. I was satisfied that my own views and those of the Indians were different and we could not get together. I was detained in St. Louis on account of the snow and cold weather. There were no cars running. Took dinner at the Lyndell Hotel with Mrs. Phelps, General Sherman, General Slocum, Merritt, Miss Pratt and others.

On February 17th, I heard from the force on the Republican. They had returned to their main camp at Medicine Creek; that they had encountered no Indians in their scouting; had found hastily destroyed camps, the largest, 72 lodges. Col. Brown reported that it had been impossible for him to catch the Cheyennes he had been following. He says that the Cheyennes suffered severely during the cold weather and the scouting kept them moving and he complains of the utter inability to control his men in the duty they have been on. More than 100 have served out their period of service and the rest have an idea that they are to go out also. There was a great dissatisfaction though no mutinous spirit among them.

General Connor also complained of dissatisfaction among the forces with him; said they were deserting and stealing the Government property and he recommended that they be mustered out as soon as they could travel. I issued orders to all the commanders of the new posts that had been selected and which were to become permanent posts, to survey and mark out military reservations for each post not less than 10 miles square.

I issued order on the 20th to General Connor to muster out all those who desired to be, but not to send the balance in until they can come without exposure and suffering, but as soon as the weather will permit to start them.

On Feb. 21st, I wrote General Pope the following letter in relation to the garrisons on the plains:

"I have been studying the proper disposition of Infantry regiments under the plan drawn up at St. Louis, and I have come to the conclusion, so far as Infantry Garrisons are concerned, that the 13th Infantry can garrison posts west of Riley in Dist. of Kansas. That 18th Infantry and 7 companies of 6th U. S. Garrison posts in Dist of Nebraska west of Kearney-4th U. S. Garrison Colorado and that portion of the 6th U. S. now in Utah to remain with the California Infantry now there until regular troops can be sent. I think the battalion of 18th U. S. Inf'tn. now at Kearney should be moved as soon as possible to Laramie and Powder River, ready to go forward and establish the new posts on the Montana route. There should also go with them the two Cos. of 2nd U.S.Cav. If we wait for Cav. to be brought to the Dept. to garrison these posts, we will not get to work on them until very late.

If this meets your views, I will have the necessary arrangements made for movement of the Batt. of 18th U.S. Infantry and 2nd U.S.Cav. just as soon as the weather will permit. I have ordered estimates to be made for stores and Q. M. supplies for these new posts. We will send them in soon for approval so that they can be among the first started out. I suggest sending 18th U.S. Infantry to New Montana Posts as it is possible that the U.S. Vol. Infantry may be replaced during the summer by Regulars. In that case it would be impracticable to bring them in if posted so far away as Clear Fork and Big Horn, and the Battalion now at Kearney is a good one and would have less miles to march than any other. It could move in March "taking it easy" to Laramie, where it could take stores to last until the year's supply reach them. This would bring them into latter part of May, when there would be plenty of grass. They could then move right on to their stations and commence building the posts early in the summer. Get up the buildings, get in supply of wood and hay. I think during this summer about 20 teams will be needed in building up these posts. Late in fall a portion of them can be returned.

This arrangement will give the 3rd Infantry Fort Leavenworth and Posts adjacent. Please advise me about this."

The Hon. John Howe of St. Louis, a prominent citizen who was greatly interested with Gen. Slocum in the organization of a Merchant's Express, wrote me desiring me to become interested in it. I wrote him telling him it was impossible for me to do that; that as soon as I left the Army, I was to take charge of the building of the Union Pacific Railroad.

News of the President's veto of the Freedman bill caused great excitement among the Republican party. Most people condemn the reconstruction policy of President as announced in veto message.

The discussion of the President's veto was universal. It was strongly condemned by all union papers and upheld by the copperheads and sympathizers of the south. The President's speech at a meeting at Grove Theatre in Washington, strikes strangely on loyal ears, evidently. The President has taken ground with the south and abandons his party and repudiates many of the principles heretofore announced by him.

I sent the map that I had ^{made} of the country to Generals Sherman and Grant. In writing to General Grant I told him that the map was of the states of Kansas, and the territories of Nebraska, Utah, Colorado, Montana and Western Dakota, comprising my command; that it had been compiled with

While I was in command at St. Louis, I endeavored to get those who were promoting the railroad from St. Louis to Council Bluffs to organize and get to work, and on the 8th I received the following letter in relation to it from Isaac J. Sturgis:

"It will not be improper for me to say to you confidentially that if it is possible for the company to raise the means to buy the Platte County railroad at it's sale, we now think we shall do so.

You perceive from the act passed in relation to it that the purchaser has the right to give a first mortgage for one million of dollars on it, and to take City, County, and other subscriptions to complete it. This would not accrue if the State purchased on the Road and sold it to a party. It only accrues to "the purchaser" at the sale on 2nd of April. If the County can purchase, we shall push right on with all out power up to Iowa. The Platte County Railroad Co., through Stringfellow & Carpenter, are hard at work in New York to raise money to redeem the road from sale. If they succeed, I can not say when it would go to Iowa. I should consider it a misfortune for the State for them to succeed in being able to redeem, as it would retard our getting a connection with Iowa.

We will know where we stand at the sale, and we can not know enough to do anything until after that. Be assured I am and the company are most anxious to get a connection with you at Council Bluffs and Omaha, and will labor to the best of our ability to accomplish it at the earliest day possible, and we thank you for the interest you take in the matter."

great care and not only contained the topography of the country as delineated by all Government surveys up to this time but also all the information gained by the engineers sent out the past year, and the detachments of troops that have operated in this country; also the surveys of the different U. P. R. R. engineers. The different overland routes as now travelled are marked in red. The military posts are designated and the different stage stations on the different overland mail routes with distances to each. I think it will be found more accurate and reliable than any map of that country heretofore issued. I gave personal attention to the compiling of it, and over most of the country have myself traveled.

I was notified by General Wheaton that the Sioux at Laramie had gone north to hunt; would return whenever sent for; that Red Cloud, the head chief, who was enroute to Laramie was detained by snow and other conditions of the country. All reports of Sioux favorable; they earnestly desire peace.

On ^{1866.} Feb 29th, I received a letter from I. H. Sturges commenting upon a letter that I had written Governor Fletcher, Jefferson City, in regard to the building of the Council Bluffs and St. Joseph Railroad and the extension of the County Platte railroad. The latter road was to be sold on the 20th of April, and I was very anxious it should be bought to be put in this line. On March 8th, I wrote the following letter to Mr. Sturges in relation to this matter:

"I desire to call the attention of yourself, your company and also of the citizens of St. Louis to the great importance of a speedy extension of the North Missouri R. R. to connect with the Central and Western Iowa system. St. Louis stands today in a position to make herself the 2nd city in the United States by simply taking advantage of her natural resources; those alone, however, will not secure her greatness as we have often seen natural advantages of one city overcome by other cities by every enterprise and a judicious use of capital. Your road appears to be the only available and speedy agent for St. Louis to retain her ascendancy in the North-west."

1st. The extension of the North Missouri R. R. from Macon to the Iowa State line will insure the completion of the connecting road, running directly north through Davis, Wappello, Washington, Jackson Co. Iowa, there join in the road building up the Cedar Valley to Minnesota and connecting with the Minnesota and finally reaching St. Paul. It also secures connection with the Des Moines Valley R.R. which will soon be at the capital of the State, the citizens of which are now extending it with a view to meet some of the land-grant roads."

Insert (1) ~~One~~ letter from Mr. T. C. Durant in relation to my

going to the Union Pacific. His views in relation to the policy pursued and myself were such that I felt it was necessary for me to meet him and have a talk before any final arrangement was made with me and so he

out (came) West, I met him at St. Joseph and we came to a full understanding that I should go at the head of the road and have a carte blanche of everything connected with the Engineering department and construction parties and was to be paid \$10,000 per year.

On March 3rd, Red Cloud who was enroute to Ft. Laramie sent two couriers ahead, asks permission for the Northern Cheyennes and Arapahoes to join the Sioux in making peace. Big Ribs had been sent for to act as interpreter for the Cheyennes and Arapahoes. Col. Maynadier speaks the Sioux language and had managed all matters concerning intercourse with Indians with ability and is entitled to great credit.

On March 6th, the event which had been holding me at Ft. ~~Leavenworth~~ came off, and we had a young daughter, born in the army on the anniversary of the Battle of Pea Ridge.

The troops with Walker and Connor as they travelled north along the base of the Black Hills and Big Horn Mountains, panned all the streams for mineral and they found gold in nearly every stream, in a small quantity. This was being kept very quiet because I knew if the country heard of it, ~~there~~ would be ~~rush~~ to it and as soon as any treaty was made with the Indians, the miners would flock in there.

On March 7th, I received the following letter from Major Bullock, the sutler at Ft. Laramie, which confirms the reports of the troops:

"The short but pleasing acquaintance I had the honor of making with you last summer has prompted me to trespass upon your valuable time, by a conversation I had with an old friend, Maj. Bridger, who arrived here on the evening of the 4th inst. Maj. B. informed me you spoke of coming out to this country whether you were in the army or not. I would be truly gratified to see you here as I feel assured I could make it to our mutual benefit and interest.

As I know of a section of country from which some of the Indians have brought what is said to be extraordinary rich specimens of quartz producing gold and silver. I have made a rude assay myself and have gotten from a small piece of the stone sufficient gold to justify a trip to the place, which I desire to do as soon as peace is made with the Sioux Indians; which can be made as soon as any one is authorized to do so, as the wise and judicious policy pursued by Col. H. E. Maynadier has prepared the way for the much desired result.

The principal chief of the Sioux will soon be here, within a week and if they will give me permission to go out to the place where these specimens came from I will not delay, as I can exercise perhaps more influence over them than any one else.

If a greeable to you, allow me to make you a joint partner in an company I may forn in connection with these anticipated golden results. Please partdon me for trespassing so long upon your valuable time and embracing the opportunity to assure you of my high regard and esteem."

✓ Secretary Harlan and Indian Commissioner Cooley were anxious to have a treaty made immediately with the Indians at Ft. Laramie by May 20th. I notified them that we could not do it successfully before June 30th. Swift Bear and Red Cloud, the principal chiefs of the Sioux, would not agree to get all bands in there before that time. The Arapahoes and Cheyennes say their stock is so poor that they cannot move until June. Red Cloud and Swift Bear say they have nothing to do with the treaty made on the Missouri River last Fall; that their bands and the Sioux head chiefs were not represented; that they are representing the tribes that have been in active hostilities against us the past summer, that they went to Missouri River, but would not enter into treaty as Gen. Sully, who they knew, was not there to meet them as agreed upon the year before. I had given instructions to General Wheaton and Col. Maynadier that ~~any~~ had been no agreement made with the Indians; that the southern boundary should be ~~the~~ Belle Fourche Fork of the Cheyenne river; they informed me that the Indians would not agree to it, that they demanded to come down to the North Platte as they claimed the Black Hills were their best hunting ground. I know that it would be impossible for us to keep our soldiers out of the Black Hills where they had discovered gold, if peace was made. I knew that the California and Colorado regiments and their backers in Denver and California were ready to go into that country and I impressed upon Col. Maynadier the importance of making that fact known to the Indians that no matter what kind of a treaty the Government made with them to occupy the Black Hills, that the Government of the United States could not keep it ^{not} and I instructed them, that if such a treaty could be made, to have a temporary arrangement made allowing them to come to the Platte until a permanent treaty could be made by the Government; that if we could not keep the white men out of that country, they might. I knew this would keep any of the prospectors from going in there as long as the Indians had the privilege of policing their own country. ✓

On March 13th, I got the first intimation that the citizens of the 9th Congressional district represented by Mr. Kasson, whom they were very bitter against on account of his siding with Johnson, were talking about Kasson resigning and wanted to nominate me in his place.

Caleb Baldwin.

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said in a letter: "Your name will go far towards promoting harmony in the ranks of the party and would thoroughly united the party throughout the entire district."

I immediately wrote him that it would be impossible for me to serve; that I would not be in the district during the campaign and for them to look for someone else.

On March 14th, 750 Sioux came in ^{to Ft. Laramie} very destitute and I gave orders to supply them; also instructed Col. Maynadier to have everything done that was possible to get the Northern Arapahoes into the council.

On March 10th, I sent my resignation in the following communication to the Adjutant General:-

"I have the honor to tender my resignation as Major General U. S. V. to take effect and date from May 1st, 1866.

I desire very much to be out of service and at liberty to attend to my private interests after that date. I would therefore request that my resignation take effect on that date or as soon thereafter as the interests of the service will permit."

Upon receipt of this, General Grant wrote me saying he had approved it from May 30th. He was still anxious that I should stay in the service until the conference with the Indians was held. I made no protest but I knew it would be impossible to get any agreement with the Indians, which I thought the Government ought to accept ~~at~~ that time. The annuities of the southern Indians who were located south of the Arkansas, who had been laying at Ft. Larned for a long time, ~~and not delivered to them by the Indian agents as agreed in the treaty~~, made the Indians very much dissatisfied. I sent Major Deyer, and Major Wynkoop's, the agent of those Indians, down to the tribes to deliver these goods. They reported on March 15th that at the council with the Indians, nearly all the dog soldiers were represented that the leaders of the ^{Sioux} hostile bands and Dog soldiers who were north along the Republican were represented by Medicine Arrow, Big Head, George Bent, Henry Wolf, Bear Tongue, Red Brow and others. There was some 4000 Indians present. They all agreed to abide by the treaty made last fall. I looked upon this as a very important gathering as it was the first time, we had been able to communicate with the Dog Soldiers under George Bent and I believed that he would carry out his agreement.

On Mar. 15th I wrote General Upton the following letter in relation to the location of posts in his district:

"I have the honor to acknowledge the receipt of your communication referring to Posts about which you say even if the Stage line is transferred to the Berthoud Pass Route that will ~~not~~ obviate the necessity of one or two posts on the route; as there will always be a large train go that way, especially Government and emigrant trains. There will also be a large business created on the route for the fact that the U. P. R. R. Company pass near the present Overland route. The route of Lodge Pole, Cache La Poudre, or from Denver all concentrate at or near Big Laramie which made me suggest that point.

We have provided for establishing a Post in Middle Park when required, but do not consider the country so much exposed as the Cache La Poudre and Laramie Plains as the Ute Indians are friendly. I think as suggested in my letter, had better give the ground a careful examination and make a report with such maps and data as you deem best that we can act on.

We can hold Halleck and Collins if required during the summer, but when we finally settle on the permanent posts, I think Virginia Dale or Big Laramie should be one of them. Halleck is too cold, bleak and high. It is intended to keep a company there this summer or longer. It would also be well to examine Middle Park early and make such report in that matter so that we can act understandingly on that route. I have my doubts about Holliday ever moving his line as he will be apt to run near the line of the R. R. on account of the business it will give him, and for the fact that he proposes to put a new line on to Montana over the new route east of Big Horn Mountain, which would leave his present line some ~~point~~ between collins and Bridger Pass.

Whether he does ~~nor~~ not, you have got my idea of the necessity existing for a post on Laramie Plains or adjacent to them."

On March 16th, I received a letter from Caleb Baldwin telling me of the attempt of the Iowa Legislature to pass a bill to regulate freights on the railroad and of its being defeated. This is the first knowledge I have of any attempt at legislation for the control of railroads. The letter is as follows:

"Yours of the 9th received. I am sorry I have not written to you oftener. I have been intending to write but have so many things to say to you that I have been putting it off for a convenient time to write you a long letter.

The House by a vote of 50 to 31 ordered the bill to regulate freight on R. Road to a third reading. It is a most infamous bill and if it becomes a law and was enforced, would stop all the roads in Iowa I think the Senate is all right and some of the friends have hopes that the house will not pass the bill. Darwin is to make his speech this afternoon against it. He has not spoken this session and I think he will have some influence. Several members who voted for it before have promised not to vote that way. It wants 50 to pass it.

Mark
I have had hard work with Sapp. He knows so much, you can't tell him anything but that he knew it before. Ross has the most sense by far. Cook was here a few days ago. I telegraphed him to come as I learned a bill would be introduced to resume the M. & M. lands and turn them over to this new Des Moines Co. and that I was in such a position I could not fight it. He says the negotiations with the C. & R.I.R. are not yet closed but hopes they will be soon. I do not know what they will do about resumption, I hope nothing. The Cedar Rapids road appears to be full of life and going ahead. I have been trying to get them to begin work at the Bluffs this spring. I do not know how I will succeed.

About politics, I am disgusted with Congress and Johnson both. If Congress would unite on one line of policy and hang together it would be all right, but Johnson sees the division and he thinks he can bring them to his line. There are so many good reasons for and against the admission of the members from Tennessee that I am not determined which is the true plan; and this is the whole question.

Kasson was here, and I suppose you have heard of his troubles and the scandal. Sympathy here is with him, although Withrow and Palme think he is all wrong.

I want you to make your residence at the Bluffs. You will with-

out doubt be nominated for Congress in this district, and I dont want you to write any letters till I see you. When will you be at the Bluffs I want to go home next week?"

After all our arrangements for the protecting of the Smoky Hill Stage, Mail and Express Route, I learned on March 16th that they had sold out to ~~Miss~~ Bennett Holliday who owned the stage route running up the Platte. That satisfied me that that stage route would be taken off and so informed General Pope and asked orders to stop all arrangements for garrisoning that line, but the representatives of that stage line protested for a time, but as I expected, it was abandoned when the stages starting from Atchison, jointed the Platte route at Kearney.

dispatch

On March 20th, I received an order from Ft. Laramie that the Arapahoes had gone to join the Gros Ventres on the upper Missouri River and declined to come in; that the Northern Cheyennes had agreed to come in and that there would be between three and four thousand Indians at the council and that the Pawnees who had been of such good service to us, would be sent to their reservations and mustered out. I advised the Government to retain these Pawnees; they were under a splendid officer, Major North and I thought that until the Indian matters were fully settled that they ought to be retained in the service, and after I left the service, the order for the mustering out of them was either revoked or else they were re-enlisted, I forget which; however, they remained in the service for some years after.

On March 22nd, I received the following letter from Dr. G. L. Miller:

"You must pardon my delay. I have lost your excellent letter but answer it by saying that Omaha will not fail to recognize your efficient services in her behalf. I am sorry you are to leave the service, but hope you and all of us may be the gainers thereby.

You asked me some questions, only one of which, I recall. You speak of Heath and his leaving the Republican. This was occasioned by his bad politics and general want of ability to behave himself. He failed utterly and his whole party denounced him and procured his removal. You may be able to stand up under the same political nostrums, because you have brains and pluck. I wish I might "convert" you to true views. It will be impossible for you to "convert" me.

I saw your railroad letter to St. Louis, but could not republish at the time. I missed the paper containing it. Send me copy if you have one.

Omaha is crowded- no place for people to lay their heads and hundreds leaving; some are disgusted, probably dealing in liberal compliments to Train and the Herald.

I had much amusement with Heath. You say how I spanked him, perhaps. People hereabouts thought him too light for the Herald, and he, poor fellow, became angry and wroth. He would go to Mrs. Miller and complain of me like a cuffed boy. I was actually ashamed of him.

Kansas is making tremendous efforts to direct freight from this line. Herford writes from Washington that they have represented to Meigs that the valley is a swamp; no corn, no grass, no navigation of the Missouri to Omaha, &c. and the Board of Trade of the Bluffs are sending on statistics and facts ad libitum. Am afraid we will lose the freights the coming year."

A good deal of disturbance was occurring along the border between Kansas and Missouri and Governor Crawford of Kansas had been appealing to me to send troops to that border or to Lawrence. I was very much opposed to it. I thought that the state, being under Civil Law, should protect their own borders; that there was no armed ~~country~~ enemy. They claimed there was an organization of 1000 of the old guerrillas who were coming to Kansas to pay up old debts. I made my views known to General Pope and he requested me to go to Lawrence to look into the matter myself and on my return I wrote him the following letter:

"I went to Lawrence as directed in your dispatch. I met the Governor of Kansas, the Mayor and several of the best citizens. I found them under great apprehensions of an attack from the organized bands in Missouri. They had undoubted evidences of such organizations and many threats have been thrown out against Lawrence, mostly caused from the fact that they had in their prisons some members of their society or bands, who were formerly engaged in the raid on Lawrence.

I do not believe that their bands as yet have any definite or decided object in view, except to leave the State during the summer either for Mexico or Texas or the Plains, and I am pretty well satisfied the latter will be their final destination. When they do get out there is no doubt they will rob and steal to their hearts content, unless they are so closely watched that they get no good opportunity or their friends succeed in deterring them from it through fearing the consequences to themselves. The organization, so far as I can get reliable information, amounts to about 1000 men most all old bushwhackers, though there are some of our own discharged soldiers connected with them- bad men, but few. They have concluded that they cannot live in peace. Their arrests keep them uneasy. They think if arrested that they will not get a fair chance for their lives, and say they might as well clear out with what they can and go to a new country

If they go on the plains, they intend to connect themselves with the Kiowa and Comanches Indians and make war on our trains. The above is about the substance of their talk at their meetings. I have sent men to their meetings and I guess there is no doubt of their bad intentions and the State authorities and the military have good knowledge of their doings, so that I do not believe they can succeed in doing much in a raid.

Lawrence is well organized and I sent one company of infantry there- in case of alarm or attack from them to rally around. That was satisfactory to them. If we undertake to garrison every town on the border, it will take all the troops we can get, so I concluded to send out no more, basing the reason for sending this company to Lawrence on the ground of securing the prisoners now held there, and its great liability to attacks or attempted rescue.

The citizens of the border proper do not fear any trouble directly on the border. They can get very little plunder east of Lawrence. If the Governor of Missouri is watchful and keeps posted in their movements, I think it will prevent any extensive depredations or at least give such knowledge of their intentions as they can, in a great measure, be thwarted and four hours notice of the approach of any such bands would bring a great force of citizens and old soldiers against them."

On March 31st, I received the following letter from General Pope:

"I leave here on Monday for Ohio to be gone for a few weeks. I shall be at Leavenworth about May 20th enroute to the plains. I recommended the acceptance of your resignation June 1st, as I really cannot get along without you. If, however, by any account you should leave Leavenworth before I get there, please have the house you live in shut up, and put in charge of the Quartermaster (Potter) with order to permit no one to occupy it or take any thing from it, by my order.

He sent forward to me the 125th Colored Regiment enroute to New Mexico and informed me that the Civil officers of New Mexico will go out under escort of this regiment. Please have them furnished with transportation in accordance with the rank they formerly held in the United States Service.

On March 31st, I also received a letter from my former aid, George C. Tichenor from Des Moines in which he said:

"We shall regret it if the Government keeps you until June for we are all looking for you to take hold of our M. & M. Road West of here and put it through. Everyone is interested. All are ~~xxxxxxxx~~ alive to the importanc and ~~nee~~cessity of early and earnest action, but an efficient leader is needed to give form and method to what is done and make it effective, and you are the one man most generally looked to. We are all gratified to see the Government give you such emphatic endorsement and flattering recognition of your service by insisting upon your further retention, yet we all hoped that as you had decided to leave the army, your resignation would be accepted this month. You are very commonly talked of as candidate for Congress, and Palmer, Nourse and others have asked me to learn from you whether you would accept the nomination if tendered you. It is generally believed that Kasson will ask the Republican Convention for a re-nomination; failing in which, he will run as an independent administration candidate, in which event, it is quite generally believed that you are the only man who can beat him."

I answered this as I had all of these that It would be impossible for me to accept the nomination.

March

On the 30th, I wrote to Col. H. B. Carrington who was in command of the 18th U. S. Infantry and whose force were to occupy the overland route from Ft. Laramie to Montana, the following letter:

"By the order heretofore issued, you will perceive that you are assigned to the command of the New district to be formed, called "District of the Mountains, " and that you will have to select and build two new posts, to which I desire to call your attention. The principal post, new "Fort Reno" so far as my observation goes and from the information I can get, should be located at or near the road crossing of Piney Fork. of Clear Fork of Powder Riverh which is some forty or fifty miles west of the Present Post, of Fort Reno; this is about the right distance; Goose Creek which is farthest west is also said to be a good location, but Piney Fork is considered best as to location, having that alone in view. The other Post should be at road crossing of Big Horn River or at such point on the Big Horn as th road can be brought by it. The point I have selected in my own mind is below the mouth of Rotten Grass Creek on Big Horn River. These selections must be made having in view the fact that the posts are permanent and are for the protection of travel over the new road to Montana, and for keeping quiet the Indians who roam through that country also having in view the supply of wood, water, grass hay and

building materials.

At Powder River there is a water power saw mill sent out last year by me, that will be put up on some one of the mountain streams near new Fort Reno. (Piney Fork Post). Portions of this mill I have been told are at Laramie, perhaps also at Cottonwood, which you will examine into and if there take with you. It would also be well for you to take some person competent to set this mill up if you have no one in the command that can do it.

I desire you to give the country in vicinity of the new posts a thorough examination before making the final location, and place them where they will accomplish the above purposes. As soon as the location is fixed send in report and reasons therefore, &c; also as soon as possible plans. Make the posts neat, compact and so that the garrisons can defend themselves against all comers.

Take with you James Bridger, who is the most reliable and most competent man you can get as a guide. He has great good judgment and knows that country as well as we do our A.B.C's. Col. Maynadier, who has ~~spent~~ years in surveys of that country, can give you much information relating to it. I do not fasten you in the location of the post to any particular stream or spot, only indicate what would be the proper location. Goose Creek or some stream west of Piney Fork may be better than Piney Fork. East of it is objectionable, but do not go too far west. The objection to Goose Creek is probably that it is too far west of Powder River crossing. Between Piney Fork and Goose Creek some place should be the point. I enclose you a map that gives the topography of that country, and is probably a better map than ever before published. I have indicated on it the points I have named as proper localities of Posts. The Posts should all be on the Overland Road, or so near to it that that road can be brought by them.

After getting into your District communicate with me often as to matters pertaining to that country, and give all aid in your power, consistent with your duties, in opening up the route and protecting travel over it. It is possible the Northern Arapahoes and North Cheyenne Bands of Indians, who infest that route and are now over in vicinity of it, will not come into the treaty at Laramie. Do all you can to have them come in and keep at peace with us."

On April 4th, I heard from Mr. H. M. Hoxie who was the transfer Agent of the Union Pacific Road at St. Joseph, loading the freight from there to Omaha. He said his railroad was done that he had laid the track down to the river and was ready to load cars as soon as he could get a boat to take them. He said, "I hope you will go up and take charge of this work and that you will insist that I go with you. I would rather be at Omaha under you than to be here with a much larger salary." "I am heartily sick of this living at hotels, without my wife, and both ends pushing me for freight.

I can't make the river higher. Do help me out."

On April 4th, I received a letter from Capt. S. W. Shattuck of Norwich informing me that on March 13th the old South Barracks college duties had burned; that operations were being carried on in the North Barracks. These Barracks were never rebuilt and the University moved to Northfield, Vermont.

On April 4th, I received notice that a messenger had arrived from the northern Cheyennes reporting Brave Wolf, Spotted

Elk, Good Bear and the Rabbit and Red Arm reached Laramie yesterday. They are to have a big fest and go back with the messenger to Northern Cheyennes, inviting them to come in and treat as the Sioux ^{prospects}

had done. They are pleased with the peace and presume that the tribe will join the Sioux in meeting Commissioners.

On April 4th, I telegraphed General Wheaton to ask Supt. Taylor of the Interior Department if any arrangements had been made for taking out presents to the councils. It is useless to go out there without some arrangements being made to take out some goods to them. They expect it and have been promised it, or at least the officers at Laramie have assured them they should have them. I am glad to hear from the Cheyennes; that secures the safety of ^{emigrant} the new route to Montana, and every one has been waiting to hear from there so as to take it.

On April 6th, I received the following resolutions from the State Legislature of Iowa:

"On the last night of the session of the General Assembly, the following Joint Resolution was passed unanimously through both Houses. The high compliment which it contains has been nobly earned:

Resolved by the Senate and House of Representatives of the State of Iowa, that the thanks of the people of this State are due and are hereby extended to Major General Grenville M. Dodge for his able and efficient management of Indian affairs on the plains, in protecting the great Overland routes and our western borders from the depredations and incursions of hostile Indians, as also for his gallantry and distinguished services as a commander in the field, and his able administration of the Department of the Missouri."

On April 7th, I received the following letter from Colonel E. W. Wynhoof:

"I have the honor to state that on the 4th inst., I met in council on Wood Creek (15 miles distant from this post) the last remaining band of Dog Soldiers of the Cheyenne Tribe.

Their head men all came forward and agreed, as their brethren had already done, to abide by the terms of the Little Arkansas treaty. I have now been and talked with every individual hostile Indian of the Cheyenne and Arapahoe Nations. The principal men have all signed an agreement to abide by the treaty, and it is my pleasure to pronounce my mission a thorough and complete success-and can guarantee the great thoroughfares to the mountains as perfectly safe for travel of all descriptions."

For the present, this seemed to settle the question of the Arkansas Valley Overland route.

On April 9th, I received the following message from Ft.

Laramie:

"Please inform General Dodge that the report by telegraph states that Mormons in Salt Lake City are becoming very bold and threatening. In the past four days, four Gentiles have been murdered or assassinated; yesterday four men were killed. The editor of Vidette and other Gentiles have received anonymous notices with orders to leave on penalty of death. I consider it important that General Sherman and the Adjutant General at Washington should be informed of this and large garrisons established at Ft. Bridger.

and Camp Douglas."

Upon receipt of this, I immediately got into communication with Brigham Young. I was informed that a man by the name of Brassfield, who had married a plural wife of one of the Mormons, had been killed while in the hands of one of the ^{civil} officers and also the Assistant Surgeon of a California regiment had been killed for making claim to a part of Sulphur Springs near Salt Lake City. Brigham Young notified me that he could not deliver these people up. I immediately ordered the commander at Camp Douglas to plant his canon on the Lyon House and give Brigham Young forty-eight hours to deliver the murderers of these two persons up. The commanding officers at Camp Douglas thought that instead of the military taking action, the civil court should, but I did not withdraw my orders because I knew from my experience with the Mormons that the only man that could deliver these prisoners was Brigham Young. Brigham Young appealed over my head to General Sherman and on April 9th, General Sherman sent me the following dispatch from General Grant:

"Don't withdraw troops from Salt Lake until others are there to take their places. Alarm is felt that a few days may intervene between the withdrawl of volunteers and their replacement, in which case the Gentiles will have to leave the country."

In response to the Mormon's appealing to him, General Sherman in reply sent me the following dispatch dated April 10th:

"Let the troops now at Fort Bridger and Camp Douglas afford the Gentiles ~~all~~ the protection they can. Notify the Mormons for me if they presume to ~~do~~ for only local cause that they will have reason to know whether they are befriended by us or not. The people of the United States are only seeking for some pretext to destroy them root and branch."

General Sherman also sent a dispatch to Brigham Young which I do not have a copy of but he told him that my order was a drastic one and that he had better obey me or some old women down in Illinois would raise her broom against his institution and that it would sweep them off of the face of the earth."

Brigham Young saw the hand-writing on the wall and the perpetrators of these deed were delivered to the military authorities and they delivered them to the Civil authorities.

I issued an order furnishing the Union Pacific Engineers under James A. Evans, going into the Republican Valley, with an escort of thirty Infantry under an officer.

On April 10th, I recommended the following named permanent posts on the plains:

"I have the honor to recommend that the permanent post on Smoky Hill Route of Kansas River, known as Bond's Creek, be called Ft. Wallace in honor of Brig. Gen. W. H. L. Wallace killed at Shiloh; that the Post on Powder River now known as Fort Reno be retained as Fort Reno, and that the new post at base of Big Horn Mountains to be erected, be called Fort Stevens, in honor of Maj. Gen. J. Stevens, killed at the battle of Chantilly near Washington; also that the post at Upper Yellowstone at crossing of Big Horn River be called Fort Ransom, in honor of Brvt. Maj. Gen. T.E.G. Ransom, who died near Rome, Ga., while in pursuit of Hood's army. These Posts are all permanent posts."

On April 10th, suit was brought against me in the United States courts in Kansas. I sent Col. La Fever to St. Louis to look up the orders and records to use in defense of the suit. The orders and instructions were from the Secretary of War to Gen. Pope, General Curtis, General Blunt and myself. I have spoken of this order before. It was tried and judgment gotten against me for \$30,000 and gave me a great deal of trouble.

On April 16th, Judge C. Baldwin wrote me as follows:

"As to Congressional matters, I wrote you from Des Moines and told you that you would be nominated. You will be, without doubt, whether you consent or not. I think you had better consent. It will be one year and a half before you will have to go to Washington and by that time you can have railroad matters in such a shape that you can leave them.

The Fortieth Congress is an important one and whenever we can be certain of a member, he should be secured. You can be nominated and elected. Kasson will not run against you, at least, I don't believe he will; he might run against any other man.

On April 17th, I received the following gossip letter from General Frank Wheaton making complaints and giving a general resume of matters on the plains:

"Mr. Eicholtz arrived safely and reported, in order that we might spend as much time as possible with Col. Carrington and learn all that has been done in way of measuring, sounding, &c. I hurried him off to Kearney on Friday's coach two hours after he reached here. I furnished him with the notes and plots Col. C. had just sent me, and in the hours conversation we had in my room gave him all known by me about the Platte at Kearney.

I like Mr. E. extremely and am confident that he is anxious to do his work thoroughly, and furthermore, he sees and understands the importance of the bridge. When do you think the bridge should be built? If built Kearney will soon be so settled up there will be no occasion for the expense of a Military post at that point; indeed, from all appearances, I think a good part of the Platte Valley will this summer be so settled that next year troops will hardly be required at Mc Pherson.

What a rush there has been on me largely of charges and voucher. The 7th Iowa can't be a very harmonious regiment. One clique of officers is terribly anxious to get the other before a G.C.W. I don't

believe it is worth while to try O'Brien on the enclosed. They were sent me for that purpose and referred by me to the Judge Advocate of the District, who thought it probable that O'B would contrive to slip through and the expense and delay of trying him hardly warranted. Shall I let the matter drop or would you prefer and advise his trial? He is reported to be a slippery fellow, is evidently a great humbug and many believe him to be a grand scamp.

Kountze and Millard and Caldwell continually bring me vouchers that I supposed were long ago settled. All the vouchers for pay for bringing down the Powder River troops came back, and I have to append to each long winded certificates, showing why, &c., &c., when the face of the order invariably shows the why.

Old Easton don't seem to fancy anything north of the Platte River. He sends back wood-vouchers as excessive when the Banker who holds them paid \$1.50 more a cord for wood here than the A.A.A. Q.M. Bailey is furious and disgusted. I wonder if old Easton was ever farther north than Nebraska City, where he got his wife. He won't bridge the Platte if he can help it. If he had let those bridge papers with accompanying letters go to Washington, this engineer, Eicholtz, would have been here six weeks ago.

I return with this another long why to Easton's inquiries. If the train referred to had not been sent just as it was, we would have been ruined. I know you would have sent teams to me long ago but it was supposed we had available more than we really had, and contrary to our expectations the Powder River Troop's trains were mostly hired teams and the few Government teams utterly ruined.

When are you coming up again? What are your plans for the summer? I hope you will come before I go; daily expect the Order of muster out. I don't want to go to Laramie on this Indian council unless I can go with my volunteer rank; being paid as a Major and being called and writing yourself down as "Bvt. Brig., U.S.A." is not a very lucrative occupation."

I also received the following letter from Washington on April 10th from General Connor:-

"I presume you know by this time that I am to be mustered out on the 30th inst. I assure you I do not regret it but on the contrary am rejoiced at it.

I dined in company with Gen. Grant at the house of a mutual friend on the second evening of my arrival here. In the course of conversation, in reference to yourself, he paid you a very high compliment. Mainly in reference to building a road somewhere down south to establish communication with your base of supplies. He also informed me that he had approved of your resignation to take effect a month later than the time you asked for, in accordance with the recommendation of General Pope.

I have not information of the future policy of the Government in reference to the questions of most importance to us in the West, farther than what you daily read in the papers.

I shall start for Salt Lake in a month or six weeks and trust I shall be able to call upon you enroute. I intend to remain ⁱⁿ Utah for a year or two, after which I will go back to California. If there is any thing I can do for you while I am here, command me most freely."

On April 18th, I wrote General Pope in regard to store houses which I have been trying to get erected for the last year:

"I deem it my duty to make one more effort to secure the building of proper store houses at Fort Ellsworth, Fort Larned, Fort Dodge, Fort Lyon and Pond's Creek for the storing of yearly supplies for the coming year. Also that Commanders of these posts be permitted to make such improvements on quarters as will comfortably accommodate the garrisons assigned to them

The number of Inspectors reports coming from all these posts showing the large amount of damaged stores, all for want of suitable storage should satisfy the Government that no longer delay building them is not good economy. I say that there is not one post of all those I have named, or only one, but what the loss of stores at each

of the posts the past six or eight months would have built a good, substantial warehouse sufficient to hold, keep dry and give proper storage and ventilation to all storage that really required it.

I ordered storehouses built last fall sufficient to cover and protect the stores, but the requisitions for material were not filled or were so long delayed that it has never been done, and in fact it was considered that such building could not be put up except by order of the Q. Master Gen.

I now desire to say that we are aware of the size of the future garrison of these posts showing what buildings &c. they need, and write now that the order may be obtained if necessary for putting up the buildings- at least the store houses. At Pond's Creek, I believe we have sufficient lumber to build the store houses needed."

On April 20th, I wrote the following letter to the Hon. William P. M. General

Dennison ^A in regard to the new route to Montana:

I desire to call your attention to the necessity of a Mail route to Montana over the new military road just established east of the Rocky Mountains, known as the new route to Montana. Government has just established posts on this route at the crossing of Powder River, at base of Big Horn Mountains, at crossing of Big Horn river and the route will be extensively travelled.

The Mail should not only supply the new posts but also the permanent posts, and all the settlements at Ft. Laramie and Ft. Casper. It should also run right through the heart of the settlements of the Upper Yellowstone, and new mines lately discovered in Big Horn Mountains, and saves a distance, on the old route as now run, at least 450 miles, and avoid crossing the Rocky Mountains twice. It is one of the finest overland routes I have ever travelled.

I examined this route last summer and it abounds in wood, water, and grass and has no obstacles whatever to overcome. By taking the mail at the end of the U. P. R. near Fort Kearney, or from the Overland Mail Company at Fort Sedgwick, a line could be run through to Virginia City from Fort Sedgwick in a distance of 780 miles.

We labor under great difficulties now getting the mail to the military posts in that country, and the importance of the country, the extensive mines that evidently exist along the western half of the route, the fine country and valleys from Powder River to the Madison Fork, susceptible to cultivation, irrigation &c. and abounding in material of all kinds necessary to open up a country-will draw to it, now that Government has opened up the route, a vast emigration. Now no mode of communication exists except by private conveyance to Fort Laramie or Virginia City, and if to the latter point, it must then go to Salt Lake and thence ~~North~~.

The troops to establish the new route have already gone forward, and to give you an idea of the importance we attach to it, I enclose copy of short report that I made upon it when it was decided by Government to open this route-marked A and B.

I understand that Mr. C. F. Perry, of Missouri, proposes to open the route with a mail line provided he can receive the necessary encouragement and obtain mail contract from Government. It is not necessary for Mr. Perry to receive any endorsement from us. We have known him for a long time as connected with the Government in freighting on the plains and furnishing supplies, and I believe every officer who has ever had any transaction with him stands ready to vouch for his ability and uprightness, and for the conscientious manner in which he lives up to all his engagements both in letter and spirit.

I know him as a man pecuniarily able to carry out any agreement he may make and of undoubted integrity. I cheerfully recommend him to the favorable consideration of the P. O. Department, and trust some arrangements may be consummated by which a mail may be established on this route."

Insert ①
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BALDWIN BLOCK
Council Bluffs, Iowa

The following letter from the Council at Laramie from my old interpreter and guide only shows that my views were correct.

Fort Laramie, June 17, 1866.

General Dodge:

I am still interpreter at Post Laramie. We have had three long talks with the Sioux Indians and I was the interpreter for one of their long speeches. The Spotted Tail, Standing Elk, Red Cloud, and The-man-afraid-of-his-horse" (the last two belonging to the Sioux Band and the first Bruley's) spoke much about not having any roads made through their country. From what I learn, I think the treaty will not have much effect in reconciling them. They speak very saucily.

Please be so kind as to inform me about my May pay, and also this month's. My regards to you and I hope to hear from you soon.

Leon Pallady.

On April 30th, I received the following dispatch from Salt Lake:

"The Indian Superintendent of Utah reports that about one hundred Indians have been committing depredations in vicinity of Selina, about 200 miles south of this place."

The Indians which I had been assembling at Ft. Laramie and whom I was in hopes of bringing about a conference with before I left, had not all come in. In writing General Wheaton and Colonel Maynadier, I had cautioned them to not make or agree to any treaties with them which allowed them to come any farther south than the Belle Fourche Fork of the Cheyenne. The Black Hills south of that fork had been discovered to be full of mineral, it having been discovered by my troops. The sutler at Laramie, in his letter to me, had shown that he also knew of it and I knew it was impossible for the Government to keep ^{the miners out of} ~~that~~ country as long as they ^{made a pass that} allowed the Indians to come down to the south Platte River. When the Indians assembled at Ft. Laramie, and the peace Commission appointed by the Secretary of the Interior had their conference with them, Red Cloud, Spotted Tail, and Sitting Bull all declared they would not give up the country north of the North Platte and that the new route to Montana, which had been laid out ~~and~~ was being used, must be abandoned. Red Cloud said if we undertook to hold it, he would line it with dead soldiers, so this commission accomplished nothing and the Indians were left under the agreements made with them.

Insert ①

Note
In 1868, a peace Commission, of which General Sherman as head of the Army was the President of, which included General Harney and other army officers, went out to Ft. Laramie to make a treaty with these Indians. General Sherman came West to Ft. Sanders to see me before he went to the conference and got my views of the matter and the reason why I did not make any agreement with them, but he said his orders from the Government were to make an agreement with them, allowing them to come down to the North Platte, but I told him that he and his Commission would not get across the Missouri River going home before the miners of Colorado and California, who knew all about that country having been through it in the Connor Expedition, and were waiting to go in, would go there. They were backed by such men as Fair and Mackey

of California and Chaffee of Colorado, but the Commission went to the conference and made the agreement with them and they virtually gave up the military road from Laramie to Montana, althought they did not abandon the posts along it. We all know the result of that peace. It was but a very short time until the Black Hills between the North Platte and the Belle Forche Fork of the Cheyenne was full of miners. Some large lodes were discovered among the hills ~~such~~^{as the} Homestead. Sitting Bull, who occupied that country, promptly demanded that the treaty or agreement should be carried out but the Government paid no attention to it. Sitting Bull, Red Cloud and others then took the matter in their own hands and the Fetterburn massacre came which brought about the campaign in 1876 of General Terry in which ~~the~~^{Genl} Custer ~~and his~~ regiment was sacrificed. This finally brought an agreement with the Indians putting them on reservations.

Notes
If I had been allowed to have gone forward and carried out my plans, after all the expenditures had been made, I would have been able to have made a lasting treaty with the Cheyennes and the Sioux and Arapahoes and avoided all these great expenditures during the 70's and all the great loss of life which occurred during the building of the Union Pacific, on through until the treaty of 1878 was made. The same thing occured on the South route. The Indians paid very little attention to the treaties made by General Sanborn and this forced the campaign made by General Sheridan to the ~~Witchita~~^{South Cheyennes,} mountains where the battles were fought by the Comanches and Apaches and they were forced into a treaty and put upon reservations.

The statements made by General Pope and myself in relation to the necessity of punishing these Indians before any permanent peace was made with them was fully established that even the Interior Department had to finally admit it.

On May 1st, ¹⁸⁶⁶ I received the following letter from Gen. W.T. Sherman:

St. Louis, Mo.

"I have your letter of April 27th, and I readily consent to what you ask. I think tha' Gen. Pope should be at Leavenworth before you leave and I expected he would be at Leavenworth by May 1st, but he has not yet arrived. As soon as he reaches Leavenworth or St. Louis, General, I consent to your going to Omaha, to begin what I trust will be the real begining of the great road.

I start tomorrow for Riley, whence I will cross over to Kearney by land and thence come in to Omaha, when I hope to meet you. I will send your letter this morning to Pope's office and endorse my request that a telegraph message be sent to Gen. Pope to the effect that he is wanted at Leavenworth to meet you soon."

Mather
This ended my serives in the Army of the United States; that is, my active services. I was still retained until June 1 but was on leave of absence. I left the Army with a great deal of regret but my services had been very pleasant and I made many acquaintances that lasted all my life. It would be impossible for any one to be more kindly or more lenient with me than the officers I served under, commencing with General Halleck, then *Gen. Fremont, then* under *Gen.* Curtis, again under General *Halleck*, then under General Grant, next under General Sherman, next under General McPherson then under General Logan and then General Howard. When I left the field and went to command the Department of Missouri, I fell directly under the orders of General Grant and the War Department; following him, I was under the orders of General Pope, and finally when I left the service was again under the orders of General Sherman. Everyone of these officers had recommended me for promotion or had asked for me to be assigned to their commands. I was very fortunate in being successful in every battle I was engaged in and on every expedition I sent out or separate campaign. I was held by General Grant in an independent command most of the time. During his Vicksburg campaign, I held his flank at Corinth and during the winter of 1863 and 1864, I was on the line from Nashville to Decatur. While these indepeddent commands were of more responsibility than being with him in the feild, General Grant recognized this fact and in his letters to General Sherman and myself often spoke of it. He says his reasons were that he discovered immediately after I came under his command that I was in the habit of taking the responsibility and acted on my own judgment, which he complimented me upon as being generally right. He said it came from my schooling as a young engineer where I had parties away from civilization and was dependent upon my own acts. There was no one to advise me and therefore I had to take responsibility and there is a great deal of truth in this for I was in the habit of acting on my own judgment. While I was not directly under *Gen. Grant*

Mather

in the field of Vicksburg, for the ability I showed in taking care of his flank and kept him posted of the movements in his rear, he placed me first in his recommendations for promotion. Then again, I attribute my success in the service a great deal to the efficiency of my staff. I was very fortunate in the selection of my men. They were prudent, competent and reliable. My first staff was at Corinth. J. W. Barnes, Col. Dodds, D. Q. M., Captain C. C. Carpenter, Com. of Sub; Captain J. K. Wing, A. Q. M., Lt. Col. R. S. Barnhill, D.P. M.; Major N. B. Howard, Judge Advocate; Lt. J. H. Hogan, Ordnance Officer, Major W. R. Marsh, Medical Director; Captain B. P. Chenowith, A.A.I.G.; Captain Henry Horn, Chief of Grand Guards; Cap George E. Spencer, chief of staff. In addition to these were my personal staff--Major George C. Tichenor, Captain George E. Ford, who went with me ~~into~~ the war, afterwards my ^{ADC} and A.D.C. Lt. Edward Jonas who ~~was~~ with me during the Atlanta and Indian campaigns. My staff, while in the Department of Missouri, which was a very difficult command, being one-half ~~civil~~ and one-half military and which also took part in the campaigns on the plains where the Indians had to be dealt with, was Col. T. J. Haines, Commissary of Subsistance, Col. Wm. Myers, U. S. Army Quarter-Master, J. H. Baker, 10th Minnesota P. L. G. Maj. Benjamin Bonneville, ^{U.S.} Musterling officer. He was a noted character. He was then about 72 years old and had been dropped from the U.S. Service once, having spent some 18 months on the plains. His history by Irving has immortalized him. He was a short, heavy-set man and I knew that he had met many of the mountain men on the plains that I knew, I was always very anxious to get him into conversation about them but I absolutely failed. He would come in in the morning, take the position of a soldier and report for any orders and when I would ask him to sit down and try to get him to talk about his experiences on the plains, he was dumb and would not make any intelligent answered to me. I never discovered the reason why and those who were near him on the staff said he would never talk about it. Then there was Capt. William Holcke, A.D.C. Chief Engineer; Major F. J. Randolph, Surgeon; Captain Frank Enos, A.A.G.; Col. John V. Dubois, A.D.C., Lt. Edward Jonas 50th Illinois, A.D.C., Major John W. Barnes, A.A.G.; Major Lucion Eaton, Judge Advocate; Lt. George C. Tichenor, 39th Ia. A.D.C.

I soon discovered the duties which each of these officers was competent of performing and assigned them to those duties. Col. Haines and Col. Myers who were of the regular army and who were not only my Chief Quarter Masters and Commissaries but were the Depot Quarter Masters and Commissaries at St. Louis for all the country west of the Missouri River. They were very competent men, both practical and obliging and they had a great difficulty ^{many} problems to solve, both in transportation and supplies for they had to provide for posts 1000 and 1500 miles away where supplies had to be sent by teams. All the staff took great interest in their work. They all knew that I was greatly opposed to any criticisms of orders simply because I knew it was impossible to criticize an officers work unless you knew the circumstances ^{under which they were given} and they were free from complaints. They never heard me complain of anything and they generally got a sharp response when any of them did complain. They were not only efficient in aiding me but they all had the respect of all other officers who came in contact with them and I often received many compliments for them, not only from my superior officers but from officers of other departments who had to deal with them. There were other officers on my staff at different times, detailed for a short time, such as Maj. McElroy, Capt. J.W. Bennett, Capt. Eugene T Ware, Capt. Williams, A.R.C. etc. but there were so many that I cannot now remember them but they did efficient service for me. I am under great obligations to these officers and as I write this, I only know of two or three of them who are now living.

When I left the service, I was astonished to find how many persons had recommended my promotion in the War Department, which I knew nothing of. So far as my records show, I never asked for any command or any promotion and don't remember to have ever written a letter asking for such; the fact is, I was promoted so fast and given such important commands that it does not seem as though it was possible for me to do this. When General Grant could not get me promoted at Vicksburg, he held me in command of the Left Wing of the 16th Army Corps as a Brgadier General for a year and until he got my promotion as a Major General, which I consider was a great compliment. In July some one had written me from Washington telling me that there was a large number of recommendations of one kind

and another in the War Department which I ought to see and so I wrote Senator Kirkwood to obtain them for me and on July 25th, ¹⁸⁶⁶ I received the following letter from him:

I send herewith a copy of record in War Department. I will be home about middle of August. — / War Department July 25-1866

Copies of the official testimonials of Major General G. M. Dodge on file in the War Department, are herewith forwarded to you, agreeable to your recent request.

My own high estimate of the services, ability and distinguished merit of General Dodge has been repeatedly declared by many official acts; and I now add the assurances of my personal esteem for him as a gallant soldier and patriotic citizen. — Edwin M. Stanton

Note:- Abstract of Testimonials of Col. G. M. Sec. of War, commanding 4th Iowa regiment at Cape Girardeau, Missouri." —

Enclosed in this letter was a great bundle of recommendations, a good many of them coming from persons whom I did not know personally. They included every member of Congress and Senators from my own State and from all the officers whom I had ever served under also a petition from every officer of the 16th A.C. that I commanded, and a great many officers who had served under me. The list is too long to give in detail here but they are on deposit with my papers and 35 pages copied in detail in Vol. 8 Dodge Records in the Historical Society of Iowa in Des Moines. Among them was the following letter from General Oglesby, which I do not remember of having seen before:

"Head Quarters, Left Wing, 16th Army Corps, La Grange, Tenn., 3rd:- Mr. Lincoln: As I am about surrendering my command to Brig. Gen. Dodge, who has for the past month been commanding a large division almost a separate command and a most delicate one under my immediate notice and orders, I desire frankly to call your personal attention to his eminent qualities as an officer, and to fully endorse his official acts for that time myself. It has been a long time since I have recommended an officer for promotion, indeed, I have fully made up my mind never to do so, but upon the most careful scrutiny of the conduct of the officer to be recommended. General Dodge is not a resident of Illinois and I have no personal desire for his promotion aside from my wish to do the best I can for the common cause. I, therefore, in every point of view as a military man and one too who deeply sympathizes with our country and is anxious to cease the war, declare you need have no hesitation in nominating him Maj. General of U.S.V.

I know of no officer at this time more deserving nor of renown who seeks the honor less. I am willing to be held responsible for his official acts as such. The country cannot afford to do without the services of such a man. Hoping this letter may be presented to you and receive full attention, I am, Your friend and well wisher forever."

The following was from General O. O. Howard:

"General G. M. Dodge was Sherman's special favorite on account of his work with the bridge making and railway construction on marches or in battles. Dodge's capabilities and personality alike drew Sherman to him. I never knew an officer who on all occasions could talk so freely and frankly to Sherman as Dodge. One good reason for this was that Dodge's courage was always calm and his equanimity contagious, no matter how great or trying the disturbing cause.

Such helps and helpers as I have named kept alive and gave a richer glow to Sherman's genius. He was strong by nature yet he like other men, needed loyal friendship and true devotion in order to overcome weaknesses and so to increase his strength. These he found every day of his eventful life."

The following from Senator Grimes:

Burlington, Aug. 10, 1863.

"There are very few officers the equal and none the superior of Gen. G. M. Dodge of this State and now for a long time in command at Corinth, Mississippi. He has always been selected for the most responsible posts and has always filled the highest expectations formed of him. I have failed to see the first man from the army, officer or private, who did not speak of him as the most active, watchful officer in the service known to them and in every respect one of the most deserving."

On leaving Ft. Leavenworth, I issued the following farewell letter:

My resignation having been accepted, I this day relinquish my command. Commanders of Districts and Posts, and officer of the Staff Departments who have heretofore reported to these headquarters will hereafter report to Department headquarters. Upon leaving the Army, I desire to extend my thanks to all the Officers and soldiers who have served with me, for their invaluable and able support and aid, and for the alacrity and ability with which they have always responded when called upon.

To the District commanders, Commanders of Posts, and Officer of the Staff Departments, and to the personal Staff of my present command, I tender my thanks for the able manner in which they have performed their duties. I bid good bye, with many regrets to associations that have always been pleasant and desirable to me, and shall look back with pleasure and pride upon them, and I shall always wish and endeavor to aid in obtaining for the army that recognition, justice and prosperity, to which its past services so justly entitle it."

On July 16, 1866, I wrote General Grant the following letter in recognition of his great friendship for me:

"I am now a citizen but still take great interest in the army, and shall always give it what aid there is in my power. I know that to your unfailing support and your confidence in me I am greatly indebted for what little success I have achieved, and I desire now to thank you. I hope I may be able some day to partly return it. Wherever fortune may hereafter place me, I shall never forget that all true soldiers owe to you more than they can ever repay, and that the country can never reward your successful labor for it in the army. I grew up under yours, Sherman's and McPherson's orders and guidance, and I shall take into civil life my lesson that will be of lasting benefit to me. I trust if I can ever be of service to you in any way that you will not fail to command me, and that you will visit our section of the country in some of your travels. We are fast civilizing this Western country, and I believe our railroad will do more towards taming Indians than all else combined. General Sherman was here to see me a short time ago."

For the next few years I was acting in two capacities; one as Member of Congress politically, the other as chief engineer of the Union Pacific, and I will take them up separately. First, the Union Pacific, and to have a full understanding of this, I will have to go back to the work that was accomplished by Mr. Peter A. Dey, Chief engineer and others while I was in the Civil War.

Before 1864, Mr. Dey was in the habit of keeping me posted in regard to what he was doing, he knowing of my interest in the work, and when the company commenced work in 1864, they sent me copies of all their orders and reports of their engineers. I have selected such of these as bear on the question before I commenced my own work in May 1866. The first charter of the Union Pacific railroad was passed by Congress in July 1862. That charter provided for a very large number of incorporators. They met in Chicago on the 2nd of September 1862 at noon and organized, electing William H. Ogden, of Chicago, President, Thomas W. Oldcutt of New York, Treasurer, Henry V. Poor of New York Secretary. This organization "simply provided for the subscriptions of stock and the full organization of the company under its stockholders. They accepted the act of incorporation from the Government on June 23, 1863. There having been about 2000 shares of stock subscribed at \$10 per share paid on it,) and the proceeds put into the Treasury of the Company, on October 29, 1863, the stockholders held a meeting and elected 15 directors and five Government Directors. These directors elected ^{Gen.} John A. Dix, President, Thomas C. Durant, Vice President, J. J. Cisco, Treasurer, H. V. Poor, Secretary, all of New York. Mr. T. C. Durant, who had taken a great interest in the Union Pacific and who knew of Mr. Dey's and my own examinations for the Union Pacific in the fifties under the auspices of the M. & M. road and for Mr. Henry Farnam, had, in 1862, immediately after the passage of the law, sent Mr. Peter A. Dey to make reconnoissances to Salt Lake for the purpose of determining the general route of the road and laid before these directors the following communication:

New York, Oct. 30, 1863.

To the Board of Directors of the

Union Pacific Railroad Company.

Gentlemen: I beg to congratulate you upon the harmonious organization of your company, and to place at your disposal information relative to the character of the country through which your road is to pass,

the result of explorations made by competent engineers, at private expense, and at various times during the past ten years. Much of this information is necessarily of a negative character, but is not the less important, nearly eighteen months having been spent in the mountain passes in its acquisition.

I beg also to inform you that in August last, becoming convinced that the subscriptions to the stock of your company would not reach the amount required by law for election of Directors in time to get together a competent and efficient corps of engineers before the season was too far advanced, I gave instructions to P. A. Dey, Esq., to proceed at once to organize parties for immediate service, and, on the 19th of September, sent them into the field to survey four lines from the western borders of the State of Iowa to some common point in the platte valley, for the purpose of ascertaining facts in regard to location, a copy of which orders are herewith submitted, marked Nos. 1 and 2.

Subsequently fearing that it would be impossible to accomplish much this season, if more time as lost, and that there would be a delay of six months, at least, if nothing was done until after the company was organized, and in view of the importance of a more definite knowledge of some of the difficulties to be surmounted in building a road through the mountains, at an elevation which has, as yet only been ascertained by means of barometric observations, I determined, if within the range of possibility, to run a level, and obtain a profile of two or more of the passes this fall. I accordingly instructed Mr. Dey to dispatch a party of engineers to the valley of Lodge Pole Creek, where the same leaves the mountains at the foot of the Black Hills, there to commence surveying a line through Cheyenne Pass into the Laramie Plains, thence near the base of the Medicine Bow Mountains to Bridger's Pass, through Bridger's Pass to the plains beyond, striking Bitter Creek Valley; this being all that a single party of engineers could reasonably be expected to accomplish even under the most favorable circumstances. I also instructed Mr. Dey to make arrangements to put another party in the field, commencing near Utah Lake, running up the valley of the Timpanagos River, through the Wahsatch mountains eastward, to meet, in Bitter Creek Valley, the party last named, suggesting that he might be able to make the arrangement with Governor Brigham Young, the details of which will be seen in paper herewith submitted, marked Instructions No. 3 and 4. And I would here state, that in reply to my telegram to Gov. Young, asking if he could furnish a party to make survey, I paying the expense, I received immediate answer: "I will furnish a party and engineers, if you wish, and pay the expenses." You will perceive there is now in the field four parties of engineers from whom we may expect to receive very full reports. The four lines first named should be completed in two weeks, if the weather is favorable.

The line through Cheyenne and Bridger's Passes will not occupy a long time, if the party meet with no serious obstacles or interruption from the Indians. It is here that the information derived from the examinations made by Gen. G. M. Dodge, and those made last year by Mr. Dey who was sent out by the committee appointed by your Board of Commissioners, prove of great value, as the present party will avail themselves of the examinations of those gentlemen, and run the line's first, which they found most practicable. In order to save time, they have gone by stage, and have arranged for transportation to be furnished them from some of the stations of the Stage company.

I applied to the President for an order on the commander of the Post at the mouth of the Cache a Poudre, or at the Ft. near Medicine Bow Mountains, for military escort, provisions, &c. to be used, if found necessary for the safety of the party, but was unable to obtain the same on the ground that there was no authority for the Government to aid in making the surveys. Nothing daunted, the party in charge of B. B. Brayton, Esq., determined to lose no time, and have pushed on without delay, trusting to their own resources, not only for protection, but for provisions or transportation, in case they lose what they take with them, by Indians, snows, or other casualties. I have no fears, however, for their safety, as I learn by telegraph from parties residing west of Julesburgh, that provisions

can be had at that point, and the mountaineers employed as guides are well versed in all the wiles of the Indians.

Another and very important matter for your consideration is the investigation of the coal fields and iron ores which the engineers report to exist to a vast extent in the vicinity of Medicine Bow Mountains and the Black Hills.

Believing this to have an important bearing on the location of the road, I have despatched Prof. J. T. Hodges, an experienced geologist, to make an examination as to the extent and character of said coal fields, iron ore, limestone, &c., and their proximity to each other, and the line of road being surveyed. A copy of those instructions are herewith submitted, numbered 5.

All of the above named parties understand that they are employed by individuals, and not by the Union Pacific company. I would recommend that your company continue their services for the present.

The accompanying map of the Missouri River, showing depth of water, sand &c., for a great distance, is placed at your disposal."

The first letter I received from Mr. Peter A. Dey giving me an account of the organization of the Union Pacific Railroad is as follows:-

Iowa City, Sept. 8, 1862.

I had hoped long before this to have heard from you, to have known something of what you were doing, and to have learned from yourself how you feel in the position you are filling. Your friends learned of your success and promotion with unfeigned satisfaction. I received your letter just as I was starting for Chicago to attend the Pacific Railroad convention, and was about answering it when it occurred to me that I would wait until after the close, and give you some idea of the spirit that pervaded it.

The convention was large and ably represented from most of the loyal states. Gen. Curtis was chosen temporary chairman, as a compliment to his zeal in the cause while in Congress. I trust you will not charge me with secession proclivities, if I say that as usual he was a failure himself, and, from the opening of the meeting being the man looked up to by most every one, he sank down so far that few, if any, paid any attention to what he said, before it was over. Ogden was elected President, Poor, of New York, Secretary and Thomas W. Olcott, of Albany, Treasurer. These officers will, without doubt, be retained in the permanent organization, and I am inclined to think that it will be well if they are. The general feeling that pervaded the meeting was this; that the road had become a national necessity, and that if this Government calculated to retain permanent sovereignty over the Pacific Coast, that it must be built. The two millions of stock will, I think, be taken and the track be laid for some distance next spring.

I am going out as far as Denver, probably to Salt Lake, and if I can get through, will go through the Cheyenne and Bridger passes and return by the South pass. Governor Evans, of Colorado, urges on the convention the Berthude pass, which he proposes to reach by sixteen miles of 100 feet grade, and a tunnel of $3 \frac{1}{2}$ miles, and descend into the middle South Park in like manner. From there he proposed jumping into the Uintah Mountains, the highest of the range west of the Rocky Mountains, and roll down thence into the Basin. His idea seemed to meet with little favor from any quarter.

Mr. Farnham seems to take hold of the project with a great deal of energy, and acts more as he used to than any time for the last four years. I wish he was ten years younger.

I don't know that I shall have anything to do with this project, but may, and shall if they want me and will pay what the service is worth. All this, however, is in the future."

On December 22nd, after the ^{organization} of the Union Pacific and the control of the company fell into the hands of Gen. Dix, Mr. Durant and others, Mr. Dey was given charge of the surveys. On December 22nd, 1862, he sent me the following account of his trip to Salt Lake and you will see in it that he came to the same conclusion in relation to where the line should run that I had come to in my examination, before and during the Indian campaign:

"I found your favor of a long while ago on my return home from Salt Lake, but from causes which will hardly bear explanation have neglected to answer. I went out there at the instance of a committee appointed by the Pacific Railroad Commission of which Mr. Farnam was chairman. The trip was to me very full of interest and I learned enough to satisfy myself that no railroad will, at least during our day, cross the mountains south of the Cache la Poudre and probably not south of the Cheyenne pass.

I was much pleased with the industrial progress of the Mormons, and surprised at their advance in the arts, considering the difficulties that they have had to encounter. There are in that community many far-sighted men who have steadily pursued their course with an ultimate view of forming an independent state, or if need be an empire in the Great Basin dependent upon itself for everything,

I know but little of the position or prospects of that company, but believe that something will be done next summer. Into whose hands the management will go is a serious question and one of vital importance to the project. Mr. Farnam would if ten years younger, take hold of it. I think as a general thing there was more confidence felt in him than any other prominent railroad man there. I do not anticipate any connection with the project under any contingency; dont know that it would be desirable, although if compensation and other things are large enough would take hold of it.

We have finished the road to Brooklin, and are slowly laying track towards Grinnell, but when we shall reach that place is all in the future--dependent entirely upon ^M T. C. Durant, and how he feels about it.

We have in common with the country at large been shocked at the repulse of Burnside, and the question naturally arises, where does the fault lie? We can hardly believe it to be in the troops whose valor and discipline were so well attested in that bloody fight. We can hardly believe it in the commanding General, on whose capacity, energy and skill we have so entirely relied. We must conclude that it is owing to some fault at Washington in furnishing supplies, or the location of forces or ignorance of the difficulties to be encountered and the position and force of the enemy or else in that diseased state of public sentiment which has forced our generals to attempt anything to satisfy its insane and wild fancies. The press is a powerful institution, but since this war began it has forced us into more blunders than it will be able to atone for in the next century.

It does seem to me that a million of men well drilled, well armed, well supplied and well generalled, with a head capable of managing them, should be irresistible. I cant tell how to do these things, but some body ought to know how. A period of disaster is not the time for a great nation to despond, but when to all ordinary sagacity disaster seems unnecessary the question must arise, how are these blunders to be righted?

It is rumored that Seward will retire from the Cabinet. I have always thought him the most of a statesman in it, although since he took issue with the Marcy letter on the subject of privateering and wrote his letter on the Mason and Slidell arrest have had less respect for his abilities than before."

Mr. Dey made the following report of this trip to Salt Lake to the Chairman of the Committee on Union Pacific Roads:

To the Chairman of Committee on Union Pacific R. R. Co:

Dear Sir:--In accordance with the instructions in your letter of September 6, 1862, directing me to examine, with reference to their practicability for a railroad route, the passes between the one hundredth and the one hundred and twelfth parallels of longitude and to gather such information as I could, of the productions, mineral and vegetable, of the extended region between the Missouri River and the Great Basin, I left Omaha city and followed the usual line of travel up the north side of the Platte as far as Fort Kearney.

A rolling prairie of some eighteen miles in width, cut up by the Papillion creek and its branches, separates the valleys of the Missouri and Platte, but can be crossed without much difficulty.

The Elkhorn River, a considerable stream well timbered with hard wood, flows near the bluffs of the Platte; and, from its crossing to Kearney, the valley resembles in soil and general appearance the Teere Coupee prairie, Indians, being generally level, and along the road well settled and cultivated. For the entire distance, one hundred and fifty miles, you are not out of sight of a cornfield, and the portion along Wood river (which runs in the valley for at least forty miles) is a very handsome, being a table about fifteen feet higher than the part of the valley nearer the river.

At points the Platte is about the centre of the valley but generally runs nearer the south bluffs; its width varies from one-half mile to a mile, and it is full of islands; Grand Island, the largest being sixty miles long. Cottonwood grows on most of the islands, although at many points I noticed cedar.

Maple, Rawhide, Shell and Prairie creeks, Loup Fork and Wood Rivers, run parallel, and some of them for long distances in the valley; on the heads of all these streams there is considerable hard wood timber, probably enough with what could be obtained from the islands in the river to furnish the ties that would be required along them.

Loup Fork is the only stream that would involve a large cost, in bridging; a waterway of about one thousand feet in length being there required with piers thoroughly protected by ice breakers. The balance of this distance would be comparatively free from bridges and culverts, as the road could be so located that the drainage would be either into the Platte or some of the streams running parallel in the valley. I observed this in particular along Shell creek, which could be bridged with a forty foot span.

Crossing the eight channels of the Platte river to Kearney, the contrast with the cultivated lands on the Wood river table is very marked. The character of the soil seems to indicate that the valley above this point will never be cultivated to any great extent, except, perhaps, on the lowlands near the river. How far the arable lands on the north side extended west I had no means of determining, although I occasionally saw a cornfield there and on the islands, but none on the south, except at Cottonwood Springs; the travel being almost entirely on the south side.

From Ft. Kearney to Julesburgh, at the mouth of Lodge Pole creek, a distance of nearly two hundred miles, the valley is very wide; that part below the mouth of the North Platte for a distance of forty miles, or more, being not less than twenty miles, the river running nearer the south side.

As far as Cottonwood, there is cedar on the island in the river, and on the bluffs, and at that point there is a large grove, said to be more than a mile in width, and five or six in length; here the timber seems to end, and up to Fremont's Orchard, nearly two hundred miles, there is nothing but a few bushes along the river.

From Kearney to Julesburg, there is little different in the two sides of the river for a railroad route, the grading required on either would generally be an embankment high enough for drainage.

From Julesburg west, I partially examined three route, the first following the valley of Lodge Pole creek, crossing the Black Hills through the Cheyenne Pass into the Laramie plains; the second, following up the Platte to the mouth of the Cache la Poudre, and near that stream to the summit, thence northwesterly until it unites with the first near the right hand fork of the Laramie river; the third,

following the south Platte to Denver, thence up Clear Creek and crossing the snowy range at the Berthude Pass.

Lodge Pole creek enters the Platte from the northwest, although its general course from the Black Hills, a distance of one hundred and fifty miles, is nearly due east; it flows through a broad valley, rising more rapidly than that of the Platte, destitute of timber, except near the base of the mountains and making a very direct route; the summit of the Pass is a narrow divide between the heads of this stream and a valley running nearly west into the Laramie plains. I could not ascertain the ascent, but think a grade of sixty feet per mile would cross this summit with a rock cut not to exceed a half mile in length. The topography of the Pass is peculiar, and the summit very much lower than the range of the hills.

A very direct line can be laid from this Pass to the North Platte, crossing several mountain streams, and skirting the base of the Medicine Bow Mountains, which with the Black Hills are covered with pine to their summits. The supply of timber from this region will be sufficient for the wants of a railroad for a great length of time, and would furnish all that would be required for construction to Salt Lake Valley.

The Laramie Plains are gravelly and somewhat undulating, but offer no serious obstacles to building a road. Like the Upper Platte near Denver, they are covered with grass, which, though thin, furnishes abundant pasturage, and cattle and horses live during the winter without any other food. On a branch of the Platte near Medicine Bow, is a range of hills of iron ore, said to be very pure; the tests made by a gentleman who had devoted much time to mining in England showing a high percentage; it is also found in great abundance in the Black Hills, being part of the igneous rocks. Coal is also reported as being found in abundance near the mouth of Sage Creek, and along the base of the Medicine Bow Mountains.

These plains are very beautiful, crossed as they are by bold mountain streams of clear cold water, dotted with small lakes, and surrounded with mountains of great elevation, covered with timber to near their summits; their elevation is nearly seven thousand feet, the atmosphere is remarkably clear and sky generally free from clouds they extend to the Platte river.

West of this the character of the country changes immediately; the soil becomes clay, and there is little vegetation, except sage brush and greasewood, to Green River. A railroad line would ascend for a distance of twenty miles to Bridgers Pass, which from the elevation furnished by Lt. Bryan, I think might be reached by a grade of seventy feet per mile, the ascent being regular, as also the descent to the West. It is a valley with clay bottom, varying in width from one thousand to twenty-five hundred feet, with the mountains rising to a great elevation on either side. An earth or clay cut would be necessary here.

There was about three feet of snow in the centre of the Pass last winter, but it drifted very deep on the north side at the base of the mountain. Descending to the west you reach the valley of Mud Creek, a branch of the Elkhorn river, and the bituminous coal fields, which you cross, and continue in to Green river, a distance of one hundred and fifty miles. In the valley of Bitter Creek is particularly abundant, an out-crop showing at almost every point; it is more than probable that coal oil may be found in the Oolite formation here. The coal resembles the Erie Pennsylvania, burns with a flame nearly white, leaving no clinker; I could detect no sulphur in breathing the smoke.

~~in break~~ Between Muddy and Bitter Creeks is a wide plain with no rise of any importance, and a railroad line can be run down the valley of the latter with easy grades and little sharp curvature. Near the point where it empties into Green River, the bluffs, or sandstone buttes, rise about three hundred feet.

Green River, which was so low that we forded it, is a rapid stream, two hundred and fifty feet wide, with a narrow valley; coal and borax seemed very abundant, and I was told that iron, lead, and many other minerals have been found along it.

From this to Bear river the route should be in a Southwesterly direction, leaving Ft. Bridger some twenty miles to the north and approaching the base of the Uinta mountains, and though heavier than

most of the route east of it, there are no great difficulties to be encountered.

From Bear river to the north of the Timpanagos will be the most expensive portion of the entire route; you must ascend a branch of the former stream, make a heavy crossing into the Weber, follow it down to Kamas Prairie, and then crossing over to the Timpanagos, descend through Round prairie and the canons of the river to Salt Lake valley. The Timpanagos runs for ten miles between vertical wall of rock, and there are points where the road must be cut in the sides as well as several crossings of the river, which in flood is a large stream; it breaks through the Wahsutch mountains, and with the exception of the Weber, furnishes the only passable access for a railroad to the Valley from the east; from its mouth the route would continue northwesterly around the foot of Lake Utah, and thence west to Camp Floyd, or north, down the river Jordan to Great Salt Lake city; neither route would be difficult to build.

The second route that I examined, follows up the Platte, which is of the same character as the valley below, to the mouth of the Cache a Poudre. From the point where the stream breaks through the mountains, there is a rapid ascent for sixty miles to the ridge which separates it from the Laramie Plains; this opening is through Sandstone and hornblende rocks, but a favorable line can be laid up it, although the ascent is greater than through the Cheyenne Pass, from the fact that Lodge Pole creek rises more rapidly to the base of the mountains than the Platte, the summit elevation varying little in either.

This sixty miles would require heavier grades and more curvature than the line through the Cheyenne Pass, and cost probably twice as much per mile; the descent into the Laramie Plains is comparatively light, and it would unite with the first route near the right hand fork of the Laramie river, increasing the distance sixty or seventy miles.

The third route follows on favorable ground and crosses the Platte at Denver, running thence nearly west to the base of the mountains, thence through the Canon of Clear creek and up the valley to Hoopes creek, which rises in the Berthude Pass.

Mr. Case's survey of this route from Denver, shows a heavy and expensive line up this valley, the road bed being cut in the mountain side at a considerable elevation for a number of miles; it ascends with a grade of one hundred and ten feet per miles, and crosses the snowy range with a tunnel three and one-half miles in length, and descends into Middle Park in a similar manner.

This pass is between three and four thousand feet higher than either of the others, and the rock cutting would be through either granite or hornblende. I did not go west of the Pass, but from Mr. Berthude, the engineer, who made the wagon road survey, and from whom the Pass derives its name, learned that this is the lowest depression in the range, that the line west, as far as the Timpanagos river, where the line at Strawberry valley unites with the one I have indicated, presents no great difficulties and could probably be built as cheap as the north line. He represents this region as producing grass in abundance, and thinks that at some points cereals may be successfully cultivated. Coal is found on Green river and its branches, similar to that on the north line.

I did not examine a route up the north Platte and through the South Pass; but the distance in this event would be increased sixty miles, which would counterbalance the four hundred feet less elevation of summit.

Taking the first route I have indicated and upon the supposition that the main line starts on the one hundredth parallel of longitude, in the Platte Valley, a road can be built from Omaha to the Great Salt Lake Valley, near the foot of Lake Utah, with a distance not to exceed nine hundred and sixty miles.

There are but four points on the entire route that probably will furnish any great amount of local business; they are the Rocky Mountain gold region, of which Denver is now the business centre; the Medicine Bow and Platte river iron region; the Green river coal fields and the Salt Lake Valley. This route would meet the requirements of the last three, but not fully those of the first, as they are now developed.

My own conviction, however, is, that the range of the gold-bearing quartz is as extended as the snowy range itself, and that

the few discovereies in the vicinity of South Parkm and along Clear and Boulder Creeks, and their branches, are but the precursors of developements in the mountain chain that separates the three parks, that will, in a very few years, yield a great amount of treasure than is now furnished by California; and that important points may grow up north as well as south of the present centre. I talked with no miner who did not believe it as extended as I have described it.

A gentleman who accompanied me on the trip and had devoted much time to prospecting and mining in California, told me, as we passed the different streams from Denver to the crossing of the North Platte, that in the St. Vrains, the Thompsons, the Chache-lad-pou dre, the Laramie and Medicine Bow and their branches--streams issuing north and east from the range--he saw indications of gold in the quartz brought down quite as marked as in those on which they are now successfully mining. West of the Platte, all indications disappeared.

This line would be, at the nearest point, one hundred miles from Denver. At Julesburg, or the mouth of Lodge Pole Creek, the distance given from Denver, by the stage company's table of distances, is one hundred and fifty miles.

The serious objection to this route is that it fails to meet the wants of the Denver gold region. To any one who has watched the mighty trains that are constantly thronging this road, and remembers that this is almost a purely mining population, where every article of consumption is transported from the Missouri River, the conviction cannot be resisted that the road should be built there, if it can be done at a reasonable additional cost.

Careful surveys and estimates, accompanied by schedules of the tonnage, would determine its practicability.

The route up the Cache a Poudre would, at the neareast point, be probably within fifty miles of Denver.

The route through the Berthude Pass would meet the wants of business, but the practical difficulties are serious. In the sixty miles from Denver to the centre of the tunnel, Mr. Case makes on his grade, a rise of four thousand eight hundred and twenty feet, or eighty feet per mile; a large portion of the rise, however, must be made in the last twenty miles. The tunnel itself is three and one-half miles in length, and from one thousand to fourteen hundred feet below the summit of the Pass, with no probability of finding one lower.

The tunnerl, would, probably, be through granite; and most of the excavation from Golden City, the base of the Mountains, to the building spring in the middle Park, a distance of about one hundred miles, would be granite or hornblende.

The elevation of the Berthude Pass above the level of the sea is 11,410 feet; of the summit of Mr. Case's tunnel, 10,0501 feet; of Denver, 5,302 feet, and of Pike's Peak, 14,250 feet.

I presume that it will never be seriously urged that the middle Park or any other section six or seven thousand feet above the level of the sea, can ever become, to any great extent, a successful agricultural country. The elevation of the plains north and south of the Uinta Mountains, is doubtless about the same.

I have only incidentally alluded to the tonnage of the plains, thinking that you could obtain more explicit information from other sources, but believe that even now, taking the California, the Salmon River, the Salt Lake, and the Denver travel and traffic, from the varrious points of leaving the Missirou River, that it would nearly equal in amount that of either of the roads west from Chicago. At any rate, by the time a road was built to the base of the mountains, it would have a business that would pay well.

The population of Utah, claimed to be about seventy-five thousand, located nearly central on the road; active and industrious, their energies guided by a sagacious and far-seeing head, whose power is almost absolute, will aid materially in the successful prosecution of this enterprize.

They have already turned the mountain streams from their channels, and, by irrigation, changed a desert into farms, gardens, and orchards. They are producing, and will be able to export, besides fruits and cereals, wool, cotton, silk, paper, leather, iron, lead, copper, and salt, and are now introducing machinery for their manufacture.

The conviction seems general that they are destined to become a self-dependent people, and need a railroad mainly to carry off their

surplus productions and bring back their emigration.

I can only add, to complete this report, what I have endeavored to show throughout, that I am satisfied the cost of the road will be less, and its business far greater than its most sanguine friends anticipate.

All of which is respectfully submitted.

Peter A. Dey.

Notes
On July 2nd, 1864, the Union Pacific act was amended in accordance with the views of the company to enable it to raise money. (The principal amendment was making the bonds of the company first mortgage and those of the Government, second mortgage.) Active work and surveys were commenced in the spring of 1864, Mr. Dey being placed in charge of the engineering. He sent into the field several parties and Brigham Young put his son, Joseph A. Young, into the field for the purpose of making surveys and reconnoissances in the Salt Lake Valley from Salt Lake City up the Timpanagos and Kamas Prairie and up the Weber River to a point where the divide between the Weber and Bear River could be tunnelled crossing to Bear and a northern line from Farmington and Kayesville to the mouth of Weber Canon, up the Weber Canon to the mouth of Chalk Creek, up Chalk Creek, and up that Creek to Yellow Creek and from Yellow Creek to Bear River and thence up Sulphur Creek crossing the rim of the basin and following the Muddy to Blacks Fork. Mr. James M. Case, the Surveyor General of Colorado and Utah, made a survey from Denver by the way of Berthude Pass, across into the Middle Park.

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On August 20, 1863, I received from Mr. Peter R. Reed of Manlius, New York, an old friend of mine who had been with me in the west in the 50's, the following letter:

"I arrived here this morning. I find they are about organizing the Union Pacific Railroad Co. Durant is determined that it shall be so organized as to terminate at Omaha.

He asked me this afternoon if you could be induced to leave the army and take hold of the U. P. R. R. I told him you could. He will write you today on the subject. There has got to be hard work done to guard against the efforts north and south of us. I write you this afternoon to let you know what is coming.

Jerome and brothers are in the M. & M. bonds now to the tune of over \$300,000 and are going in more. I am going to stay with them now while in N. Y. A. G. Jerome, the millionaire, I brought up.

I can inform you more in my next letter. I will write you again before leaving here. T. C. Durant wants you to write him your opinion of the Platte Valley as a place to build the P.R.R. and the facilities that he can show to conflicting interests here in N.Y. You know the St. Louis folks wants to bring everything south. The thing is to be started and we want it our way."

May ↴
As Mr. Durant states, when he first took hold of the road, he based all his operations upon my early surveys and reconnoissances and no doubt it was from these that he desired to obtain my services. He also knew of my interview with President Lincoln and which virtually fixed the terminal, which had not yet made known by the Pres. ✓ I heard from Mr. Durant direct, but I informed him that it would be impossible for me to leave the army and told him that in my opinion, there was no necessity of it because Mr. Peter A. Dey had all the knowledge that I had of the country west of the Missouri and could be of just as much service.

Received ↴
I received the following letter from Mr. Peter A. Dey on September 11th, 1863:

"You perhaps are aware that the Pacific Railroad organization is nearly completed. Our friends here and in this I heartily concur, think that Western Iowa should be represented and think that an immediate effort should be made to have a government director appointed. We have agreed upon Caleb Baldwin as the man for that place. Some effort must be made at once to accomplish this. You probably will have more weight with Kasson than any one else- start the thing strong and at once- Little is known outside of the movement and a few days start many accomplish much; let outsiders know nothing of the shape of things until they learn it from the newspapers or telegraph. Use what influence you can to have our Congressional District unite. What other outside pressure you can bring to bear upon it I do not know, but use it. Time in this movement is an important element. Do not let it fail from neglect."

I immediately communicated with Caleb Baldwin and others and on October 19th, received the following letter from Mr. Baldwin explaining the matter:

✓ "Your telegraphic dispatch received. Grimes refused to sign a recommendation for me, giving as a reason that he had done so for another person, so Mr. Price tells me. He had not spoken to Harlan, said he would, but I think it of no use as they both are in the interest of the Burlington road. I did not ask them or say anything about it. While I fully appreciate your efforts in my behalf, and your kind feelings toward me, yet I must say I regret an effort has been made for me in this matter. It makes a contest for me that may injure me in the matter I spoke to you about and which may come up hereafter. I don't like to have my friends working for me for too many things. Price sent on his and Kasson's letters and wrote the particulars I suppose. It is easy to be seen that in the R.R. matters there are conflicting interests, and location fixes our senators against us."

On October 12th, I wrote my brother that I had information that the President would fix the terminal of the road as recommended by me in Council Bluffs and in reply I received the following letter from him:

"I am glad to hear the prospect is good for securing location of the Pacific R.R. through here. Omaha will undoubtedly be a good point to invest at, if that place is made the starting point. In making investments, I think I would always prefer acres outside our lots in the city. I will post myself in regard to property over there

and see what can be done. I fear C. Bluffs has not the future before it that we have all been anticipating. Should a portion of the Pacific line be completed before the M. & M. is completed here, it would make a considerable difference in the advancement of this place--would affect it unfavorably.

You mention the line running out to the south of Omaha- would that be in order to get into Big Papeo and then run up that stream? Do you think they would get as high up as Walnut Creek? Dey will probably run one of his lines down Walnut- Brayton starts his first line from Bellevue, Dey from Omaha; both parties now in the field. Ed House is with Dey. Where do you think the line will cross Elkhorn ?

After my interview with Mr. Lincoln in 1863 and my visit to the New York ~~for~~, as I have stated in my recollections, the New York interests went to work for the purpose of getting absolute control of the company, they having made up their minds that they would make an effort to build the road under promise of new legislation and on November 3rd, 1863, as a result of this effort, I received the following letter from Mr. T. C. Durant; also informing me that the recommendations for Mr. Baldwin's election as Government Director had come too late and was given to Mr. Carter:

"We carried the election of directors and have organized the Board. J. A. Dix, Pres., T.C. Durant, V. P. J. J. Cisco, Tres., H.V. Poor, Sec. The H. and H. J. Interest howl because they could not have it all their own way.

The papers for Baldwin came too late. Carter was appointed October 1st, or it was then promised him at that time. If Dey will only get his preliminary surveys on here at once, we will make a bold stroke for the location.

We must get to work immediately on the line and have a good force on before Congress meets.

I think I shall write Hoxie or telegraph him to come on and help look after the location of the starting point. There will be an effort made to get it north and also south- I note what you say in regard to this and am much obliged to you for posting me. Will write you in a day or two."

On November 6th, my brother wrote me as follows in relation to Mr. Dey's report on his surveys:

Council Bluffs.

"Dey passed through here last evening on his way east with profiles of all the lines run from Missouri River west. I did not see him but Baldwin (J.T.) did. He told B. the line from Omaha west was far ahead of any above or below, and he had no doubt whatever that it would start from the river at the Lime stone quarry. I telegraphed him today to write me how Walnut Creek outlet compared with his other lines. He says they bored him to death at Omaha, are perfectly wild and are running their town by running up prices of lots. Thinks Council Bluffs will make equally as good a town as Omaha and property here be as valuable. Don't believe River property (Brown tract) will amount to anything. Thinks business will all be done on Riddle Tract and thereabouts. Is elated over organization and says the road will be built to Loup Fork next year.

I shall hang to Council Bluffs as far as I am concerned, with my knowledge of property here I can invest to good advantage and so well posted as to take advantage of any good opening.

Dey thinks or expects to be Chief Engineer Pacific R.R."

On December 15th, 1863, I received a letter from Peter A. Dey, informing me of the line being located ~~to~~ Fremont Iowa, and showing

his own interest in the work:

"Your favor of the 24th has been forwarded me from Iowa City. I was glad to hear from you for several reasons, one of them was, that I had incidentally learned your health was precarious. I sincerely trust that the coming season will close the war and bring back the country to a real, instead of the present fictitious and speculative standard. (Durant is in Washington. His object being as I understand to raise the appropriation from sixteen to twenty thousand dollars per mile.) I have the line located as far as Fremont with the exception of a few changes that we are now making.

There are a great many speculators here in Omaha and men are as wild as they ever were in '56 and '57.

Note Dr. Durant has the absolute control of this road and will manage it for the present as he pleases. I wish in some respects he was a different kind of a man.) I shall have charge of the work for the present, how long I have not the remotest idea. I sent Brayton to the mountains to run lines through the passes. I judge he has suffered beyond measure from the cold and storms. The winter has thus far been of unusual severity. I told Durant if he would furnish me the iron and money to do the work that I would lay 100 miles of track before they could furnish me any more iron.

Brayton's lines are quite as favorable as could be anticipated. Gets a cheap line through Cheyenne Pass without a grade of over 100 feet to the mile. I would like to do some work here now, but I can get nothing in the shape of an order from Mr. Durant to that effect.

I feel deeply interested in the success of this work, and I want to begin, not wait until the southern line gets the start and we shall have to work hard to catch up. Write me often."

As soon as the company received official notice on the 17th of November of the fixing of the initial point by the President, they immediately made preparations for the opening of work on the railroad and on the first day of December ¹⁸⁶³ ceremonies were held at Omaha Neb; they were appropriate to the magnitude and ^{importance} of the enterprise which was to awaken an era in the history of our country, were participated in by the Governor of the territory of Nebraska, the Mayor of the City of Omaha and Council Bluffs and by a great mass of the citizens of the surrounding country. Addresses were made by the Hon. A. Sanders, Gov. of the Territories of Nebraska, ^{Missouri} Mr. Kennedy, Mayor of Omaha, Mr. Palmer Mayor of Council Bluffs. The day was observed in Omaha as a general holiday. Many letters and sentiments were read from distinguished persons such as the President of the United States; from the Secretary of State, Hon. William A. Seward, from the Secretary of the Treasury, S. P. Chase, from the Secretary of the Interior, J. P. Usher, from John A. Dix, President of the Union Pacific road from T. C. Durant, Vice President from Richard Yates, Governor of Illinois, George Opdyke, Mayor of New York, Leland Stanford, Gov. of California, Brigham Young of Salt Lake, Amos Steek, Mayor of Denver, and from Henry V. Poor, secretary of the Company.

On January 21, 1864, I received a letter from Peter A. Dey setting forth his work and also the peculiarities of T.C. Durant, and of the scheme that had been on foot of connecting with the Platte route, the Northwestern Railroad coming from the East, ^{crossing the Missouri River} at some point near the mouth of the Boyer, ^{and connecting} directly with Union Pacific at Fremont:

"Mr. Durant has now the whole thing in his hands, but is managing it as he has everything else that is in his hands. A good deal spread and a good deal do nothing. (He considers it a big thing, the Big Thing of the age, and himself the father of it, while I am afraid that Blair, of the Northern road, who is a systematic and persevering sort of a man will use him as he chooses. Durant is now talking of connecting with them either at a point between Desoto and Canning City on the Missouri or at a point in the Papillion Valley directly west of that, whereas if he would run his line to Fremont by the shortest practical route they would make their connection at the Bluffs, for they never will cross the river without a decided advantage gained by it. (I cannot make him see it, however, and if I attempt to put a little common sense in his head, he flies off in a fit of excitement.) The last telegraph from him threatened to make the connection in Iowa. I advised him in that event to run up the valley of the Middle Coon and cross over into the Boyer as we originally talked of. He has also some idea of leaving the river at Bellevue crossing the Platte near the mouth of Salt Creek and running into the Blue and reaching the Kearney. If the geography was a little larger, I think he would order a survey round by the moon and a few of the fixed stars, to see if he could not get some more depot grounds or wild lands or something else that he doesn't want, and he does not know what to do with it when he gets it.

Notes 1 Doctor needs common sense more than anything else and I have been so completely disgusted with his various wild ideas, that I have been disposed repeatedly to abandon the whole thing. I hate to do it as there is a great future in this thing, if judiciously and prudently managed.

We should have had all our ties and the grading under contract to Loup Fork before this and anxious as I have been for this, have not been able to force him to any point at all.

Write me when you have leisure. I think a summer in the mountains would restore your health perfectly. Cannot advise you as to investment, as the Doctor may want to connect tomorrow with the route through Texas."

This was only one of the many schemes for deflecting the line of the Union Pacific from its commercial and engineering location and was also against the decision of the President. This decision had been made in November but they did not seem to appreciate how impossible it would be to change it. They did not know President Lincoln as well as I did.

On February 4th, 1864, I wrote Mr. Durant in relation to these proposed changes as follows:

"I sent you a dispatch today about location of M. & M. R. R. It was drawn out from several dispatches I received from Iowa in relation to fixing of terminus of railroad at Desoto. I did not believe you had any such idea and was under the impression it was a move to bring to your support some other combination or interest. But if you have, let me advise you to drop it. A change of such vast importance to western Iowa, and from its centre of population and trade, would be met by so determined an opposition by all classes as would force you to terms in some way; it would carry with it the legislation

and congressional influence for all time in direct opposition to all the company's interests. The fact is the M. & M. is considered all over the state as well as outside of it as having been located and its terminus fixed at Council Bluffs. It is on record. The company have drawn their bonds on that route, and the public have acted upon it. To build up now any opposition that will be felt everywhere when you are just beginning a new project is not good policy.

re Blair
But one thing sure, I say to you as an engineer (and Mr. Dey or any one who has examined the country will tell you the same) that it is not the route. Far from it; one of the worst you could accept. No present benefit that Mr. Blair or anybody else can promise you will repay the future detriment it will be to you.

The great block in the way in going west is now and for a long time will remain, the Missouri River, and you place your road up there where the valley is eight or more miles wide, four of which overflows; and give up all the natural advantages of a valley only 2 1/2 miles wide, only 1/2 mile of which ever under any circumstances is under water and very seldom over 600 feet.

You also ignore the two most important towns on the Missouri River, Council Bluffs and Omaha, and for a long time, bring against you the Legislatures of both states. The fact is whatever we have got in Iowa has come from the ~~west~~ east that western Iowa, or Council Bluffs interests have always stood, like a rock for you and have swapped away every pet project to get votes for the M. & M.

Now you may think I have personal interest there; but not one word, would I ever advance which I knew would be detrimental to the interest of either road. I look at the matter as it is, I know it better than any men in Iowa, or out of it; and I speak frankly for I know you will give me credit for never advising or doing aught for the company but what was for their direct benefit, and often for my direct injury.

Look this matter over well before you decide. Don't let any argument against big bends force you to climb more summits with 60 ft. grades. From Fremont to the boundary in Iowa, the route will be in favor of Omaha. I know this and I defy any engineer to go into the field against me and beat it. The Boyer Valley is good but it does not do away with the practical test that has been put on all these lines. If you want to straighten the M. & M. it is much easier and cheaper to run down the Turkey strike Lewis and thence west. The north bend of the Platte is very little north of the bluffs. From De Soto west it is broken, crooked and heavy. Any profile that shows different has been gotten up for the occasion. Now I believe I can read the plan and if, as I suspect, the talk is for the purpose of getting influence on P. R. R. why, all right; but if in earnest, look well to these points, and while you hold the power you now do, let no threats draw you, as I said in my last letter, from the best, most direct and only route west. They must all come to you; therefore, sacrifice no influence (especially such as C. B. & Omaha have) for any bargain or compromise with any other line."

re Blair
At the same time I received a letter from Washington from Mr. Augusta Kountze of Omaha upon this same subject as follows:

"I hasten to write you as follows: A project which is almost certain to carry is on foot which if effected and carried out fully will completely ruin Omaha and Council Bluffs. It is this--the Miss. & Mo. R.R. and the Cedar Rapids Road are about to unite at some point in Iowa and in doing so propose to run a single line only across the State to the Missouri River, in which case they will run to the Missouri at a point 10, 15 or possibly 25 miles north of Council Bluffs and I fear that our misfortunes will not stop here. I fear that a relocation of the starting point of the Union Pacific R.R. may be made and thus leave us forever without railroad facilities. I think T. C. Durant is adverse to our interests and you may as well make up mind to such a result as to think of any other for I see nothing to avert this calamity."

On August 10th, I received another letter from Mr. Kountze on the same subject as follows:

"Things are not yet looking very favorably for us. Durant is still bent on going north with his M. & M. road, and thus leaving

Council Bluffs and Omaha out in the cold. In order to enable the M. & M. road and Cedar Rapids road to unite and form a new line of road, but to do so some congressional legislation will be required and unless they can secure this, they will probably not go on with their plan of project. Rest assured of one thing, however, and that is, that no effort will be spared to succeed with this movement. To convince you of this fact, I need only to state to you that Durant is now having surveys made from Omaha bearing north, almost directly so. After leaving Omaha, say 6 or 8 miles west, they bend the line way out of its natural course or channel increasing distance and expense greatly, but this movement will subserve the proposed project now on foot to slaughter us. How we are to arrest this formidable undertaking, I confess, I don't now see."

1865

On February 27th, I received a letter from H. M. Hoxie in relation to what the Iowa delegation was doing in Congress for the purpose of controlling the line of the M. & M. road across the State of Iowa in opposition to the line by the way of Cedar Rapids and Boone, showing that the contest had reached the Iowa delegation, who were taking an active part in it:

"Allison introduced the bill for two reasons; one that he was on the Land Committee, the other that we wanted to commit him to its provisions. The bill provides that the railroad shall be built through the cities of Des Moines and Council Bluffs. It also provide that other railroads may connect and run over the same road and that they shall share in the land grants and shall pay their proportion of the expense. The Cedar Rapids folks had a scheme on foot some two weeks since, and tried to get an arrangement to have a bill pass that would allow them to leave Des Moines to the south, and cross the Missouri River at or near De Soto. They represent that a road could be built much cheaper down the valley of the Boyer river than any other. This matter was brought up, and I was immediately telegraphed to and I at once came to this city. I shall stay till the 10th of March and I hope by that time we will have our bill through the House. I wrote you on the subject some days since.

Doctor Durant is now in New York. He will return next Wednesday. He telegraphes me that he has made arrangements to raise one million dollars and says he will push the road at once through. The Doctor means to play fair I think. John E. Henry and E. Cook have been here but are now gone home."

On January 1st 1865, Mr. Peter A. Dey resigned as Chief Engineer of the road on account of his differences with Mr. Durant in relation to the to (the change of line from Omaha West) Mr. Durant had written me urging me to leave the army and take charge of the work on the Union Pacific, although he was aware at the time that I was greatly in favor of the position Mr. Dey had taken in these matters and I answered him that it was impossible for me to leave the army at that time--possibly I could as soon as the Indian campaign that I was then engaged in was over. He wrote me the following letter on April 27th; 1865.

instructions

"I intended to have sent you a copy of contracts given our engineers, but the company have not decided fully what to do. Probably tomorrow I can send them.

I have your favor. The programme suits me; it was what I had inteded and the place has b een kept open. When the proper time

arrives let me hear from you. Will it not be well for us to purchase or hire a steamboat to take our cars and locomotives from St. Joseph to Omaha? Has the Government any we can get by applying to the proper authorities? I want to send 50 or more cars and four or five locomotives. Will write you fully in a day or two."

✓ On April 28th, Mr. Durant enclosed me a copy of the instructions to Mr. S. B. Reed who was to make the surveys on the Union Pacific in Utah:

"You will please proceed at once to Salt Lake City and make arrangements to organize your party for active service, taking with you Mr. Schimensky as your 1st Asst., and also if you desire to take a 2d, let it be Mr. Bissell.

While your organizations are being perfected you will either send your 1st Asst. or go yourself with a small party and make a reconnoissance of the country at the head of Spanish Fork in order to ascertain if there is a feasible route from the Salt Lake Basin into the valley of one of the streams leading into the Uintah and Green Rivers, the result of which you will report to this office by telegraph.

This may not occupy more than two or three weeks and your locating party can, when ready, re-locate the line north of Salt Lake City with the view of shortening the line to the mouth of the Weber River canon, or may in your discretion proceed on that line to the vicinity of Muddy Fork or such other portion of the line already run as may be most desirable, and run a line through the South Pass into the valley of the Sweet Water.

You will also make further examination in the vicinity of Green River, where your line intersected the line run by Mr. Evans. You will keep me advised as to where telegrams will reach you, as I may have further directions to give you on learning the result of your examination of the Spanish Fork." ✓

On May 5th, he also enclosed me the instructions to James A. Evans, the Division Engineer whose party was to make surveys from the 100th Meridian west, while he made an examination of the crossing of the Black Hills at the head of the Cache la Poudre, and also in the North Park or near the head-waters of the North Platte:

"The following named persons have been assigned to duty in your party, viz: F. M. Case, Principal Asst. Engineer; Percy T. Brown, 1st Asst. Engineer; John O'Neil, 2d Asst. Engineer; C. F. Dalton Transit Man; Fred S. Hodges, Rodman; F. E. Ransom, Rodman, Saml. H. Gibson, Rodman.

Mr. Dalton has been notified at Oberlin, O. to report to you at Omaha. The balance of your party will select at Omaha or such point as you think best. It is very important that we should be able to file our map of location at the earliest possible day, and your instructions for this seasons operations are framed with a view of obtaining the best possible information on the subject within the shortest time practicable.

Your party is so formed that you will be able to make personal explorations, while Mr. Case is carrying out your directions as to the line you wish to have run, and it is also formed that when in your judgment it may be advisable, Mr. Case can leave the party in charge of Mr. Brown and make personal examinations of the ground in advance of his party or at such other points as you may designate.

After fully organizing your party at Omaha you will proceed at once to the point where the Platte River crosses the 100th meridian of longitude and commence to run a line upon the most favorable route to La Port on the Cache la Poudre.

After establishing a proper starting point to which reference may be made in future surveys in the vicinity of the 100th meridian and getting the party well under way, you may leave the party in charge either of Mr. Case or Mr. Brown as you may think best and

proceed either with or without either of these gentlemen in advance of the party and make a careful reconnoisance of the country between the Cache la Poudre Valley and the North Park or the head waters of the North Fork of the Platte River, with a view of ascertaining with reasonable certainty whether a feasible pass can be found south or west of Antelope Pass, through which a line can be run to connect with the head waters of the Bear or Little Snake River.

This will also involve the examination of the country west of the valley of the North Platte in order to ascertain whether a feasible pass can be found through the divide of the continent south of Bridger's Pass. If the above explorations should furnish reasonable evidence that a practical route can be found considerably to the south of Bridger's Pass so as to strike the water of Green River, south of the Easterly bend (below Brown's Hole) which flanks the Uintah mountains, you will cause such surveys to be made as may be necessary to institute a comparison between this and the more northerly route as surveyed in 1864.

If the explorations should prove that a feasible route as above indicated is impracticable, then you will explore the country between the Lodge Pole and Cache la Poudre Valleys with a view of ascertaining whether a better route than those already surveyed via Antelope and Cheyenne Passes can be found between the head of the great Platte Valley and Bridger's Pass; if so you will have the route surveyed.

If these explorations should result unfavorably then you will direct your party, after having extended its surveys to La Port and made such improvements as you may deem advisable in the routes surveyed in 1864, between that point and Bridger's Pass, via Antelope Pass, to proceed to the "South Pass" and run a line easterly along the valleys of the Sweet Water and north fork of the Platte River to Fort Laramie. While this is being done you will make a personal examination of the Laramie Valley and Canon from the mouth of the Laramie River to the Laramie Plains, and then of the most direct route to the respective junctions of Rock Creek and the Sweet Water, with the north fork of the Platte with a view of connecting with the line down the Sweet Water from the South Pass; after this is done and you have communicated further with your party you will return toward Fort Laramie in advance of the party and make a careful reconnoisance of the valley and country adjoining the North Platte to Fort Laramie, with a view of furnishing instructions to your party respecting the proper line or route to be surveyed.

The foregoing instructions are intended merely as a general outline of the work that yourself and those acting under you will be expected to perform during the present year, and very much discretion as to details must necessarily be left to yourself.

You will keep William D. H. Ainsworth, engineer in charge at Omaha, advised as fully as possible where dispatches and letters will reach you, and you will repeat fully by letter to this office as often as once a week when practical; you will also be governed by such further instructions as you may receive from time to time from this office.

On May 19th I received a copy of the instructions of Mr. John A. Dix the President of the company, to D. H. Ainsworth, who was in charge of the Omaha office:

"You will please return to this office monthly estimates for work done by the contractors for building the first one hundred miles, over your own certificate, commencing with last December. The last estimate we have here certified by the engineer in charge, was made by Mr. Dey on the 30th of November, 1864. You will please continue your estimates from the last one made by Mr. Dey."

The item of \$47176 deducted from the December estimate, as made by Mr. House for disbursements made by the Company, have been repaid by the contractors and should be omitted from the estimate. The November estimate to be deducted was \$410,080. Return these estimates by mail; do not telegraph them."

The change of location between Omaha and the Elkhorn Valley, which caused so much controversy between Omaha and the Company and between the Government and the Company, was recommended by Silas Seymour, the Consulting Engineer of the Union Pacific Road in a letter to Mr. T. C. Durant dated ^{Nov.} December 21, 1864 and which is as follows:

Note

Sir:- Inasmuch as I have recommended a change in the location of a portion of the line of the Union Pacific Railroad, between Omaha City, the point on the Missouri River fixed by the President of the United States for its eastern terminus, and the Platte Valley, at the crossing of the Elkhorn River, a point about twenty-three miles, by the present line, west of Omaha; and as you have already directed the necessary surveys to be made, with a view to adopting the proposed change, I deem it proper, both on my own account, and for the vindication of the Railroad Company, in case the proposed change in the location is finally adopted, to place in your hands some of the reasons which, after mature deliberation, have induced me to make the recommendation.

In order to obtain a full understanding of the subject, it will be necessary, in the first place, to state some of the leading characteristics of the present line, as compared with the one proposed as a substitute. These will consist in: 1st Location and length of lines; 2nd, Maximum grades; and 3d, cost of construction.

Analysis

The proposed new line will leave the present location, at Station No. 150 from Omaha, which is at the head of the first grade, ascending westerly; from thence it is proposed to diverge southerly, and follow down the valley of Mud Creek to its intersection with the Valley of the Papillion River; and then follow up the valley of the Papillion to an intersection with the present line, at or near Station No. 900. It will then follow the present line with modified grades, to Station No. 1069, when it will diverge either to the north or south and follow down the slope of the bluffs to the valley of the Elkhorn River, and an intersection with the present route, on such a line as will be best adapted to the maximum grade, ascending easterly, that may be adopted for the line between the Elkhorn and Omaha; or the grade may be changed from 79.2 to 40 feet upon the present location.

The maximum grade ascending westerly, between Station No. 0 and Station No. 150 (the proposed point of divergence) is also sixty-six feet per mile. This portion of the line is now nearly graded, and it is, therefore, not proposed to change it at present; but it is assumed, that it will be changed hereafter, to correspond with the maximum grade that may be adopted in ascending the valley of the Papillion. This question is, therefore, reserved for future consideration. With a view, however, to such a future change, it is recommended that for the present as little money as practicable be expended in grading in the Valley of Mud Creek, between Station No. 150 and the point where a line with moderate grades in both directions would naturally leave this valley to enter the Valley of the Missouri River.

In the absence of any profile of the proposed line down the Valley of Mud Creek, it will be necessary to assume certain ruling grades in both directions, that will be likely to come within the facts when ascertained. From an examination of the profile of an experimental line through the Papillion Valley, and the study given to the subject, I shall, for the purposes of this report, assume that the maximum grades upon the proposed new line, if judiciously located, will not exceed forty feet per mile, in both directions.

Note

The estimated cost of grading, masonry, and bridging of sections 3, 4, 5, 6, 7, 8, and 9 is \$517,205; by adding one half of section No. 2 (west of Station No. 150), the amount would be \$538,490. The sections average one hundred stations each, making the distance covered by the above estimated, fourteen and two-tenths miles. This gives an average per mile of about \$38,000 for the present line. It is believed that the character of the profile of the new line from Station No. 150 to Station No. 900, will be about the same as the succeeding Section No. 10, of the present line. This section is estimated to cost \$11,980

or about \$6,000 per mile. We will, however, call it, with the proposed limit to the grades, \$10,000 per mile.

Then we have:

14.2 miles of present line, costing	\$538,590.
23.2 " " proposed "	232,000

Difference of foregoing items in favor of new line	306,490
Deduct nine miles of superstructure at \$18,000 per mile	162,000 ✓

Making difference in cost of construction between Station 150 and Station 900 144,490. ✓

Ans
Ans
Ans

This fact, however, has very little to do with the real proposition under discussion. It is merely stated in this place for the purpose of showing that the Company, in adopting the present location and paying a comparatively large amount for high grades, has reversed the rule generally recommended by engineers, and adopted by railroad companies, of paying comparatively large amounts for low grades.

As the above difference may hereafter be appropriated to reducing the first heavy grade west of Omaha; and as a considerable amount has already been expended on the present line between station 150 and Station 900, the aggregate cost of construction will be assumed as equal upon both lines.

The general characteristics of the two lines may therefore be briefly stated as follows:

Ans
Ans

1st. The present line affected by the change in twenty-three miles in length, and has ruling grades of eighty feet per mile, ascending easterly, and sixty-six feet per mile, ascending westerly.

2d. The proposed new line is nine miles longer than the above, and will have ruling grades forty feet per mile, in both directions. The total amount and minimum radius of curvature are assumed to be the same on each line.

The question to be decided is, with a due regard to all the interests concerned, which of these lines should be adopted by the Company?"

This letter was answered on December 12, 1864 by Mr. Peter

Nels
Ans

A. Dey and was as follows:-

Omaha, December 12, 1864.

Dear Sir--I have a letter from Mr. Seymour, criticising our location from Omaha to Elkhorn River, and making suggestions at great length. His earnestness is further evinced by a telegram sent a few days after his letter was mailed, urging an immediate and full answer from me. This part of the road was located with great care by me. You even animadverted on my going into the field personally to examine proposed lines. You also promised to have the lines scrutinized by a committee of Engineers nearly a year ago.

The line, as located by me, has been approved, and the location has been acted upon for a year. It is too late, after spending so much time and money on the construction, to go back and consider relative merits of this and other lines. The present location is right, unless it is desirable for the Company and Government to make a longer road, more bridges, heavier excavations, and expend, on twenty miles, the money which should be expended on one hundred miles of road.

Nels
Ans

Your views favored the economical policy, which was certainly the true policy of the Company. I acted upon it deliberately, and, as I still think, wisely.

In view of the decided advantages of this route, and of the expenditures already made, it is, in my opinion, altogether out of the question to modify the location to meet the undigested views of Mr. Seymour, who cannot know the relative advantages of one route over another, because he has not been over the country, and, from the tenor of his letter, not even examined the profiles in the New York office.

I regret that I had not, when I made the location, the advantages of his experience; then it would have been useful; and some of his suggestions might have been adopted; but the company is entitled to my best judgment now, as heretofore, and my action is entitled to

Insert ①
Pg. 508

Engineer's Office, Union Pacific R. R.,

Omaha, December 7, 1864.

Dear Sir:

I hereby tender you my resignation as Chief Engineer of the Union Pacific Railroad, to take effect December 30, 1864, one year from the date of my appointment. I am induced to delay until that time that I might combine the results of surveys of the present year and present them to the company and to myself in a satisfactory manner. My reasons for this step are simply that I do not approve of the contract made with Mr. Hoxie for building the first hundred miles from Omaha west, and I do not care to have my name so connected with the railroad that I shall appear to endorse the contract.

Wishing for the road success beyond the expectation of it's members, I am, respectfully yours,

Peter A. Dey.

Hon. John A. Dix,

Pres. Union Pacific Ry.,

New York, N. Y.

Insert 142
Pg. 506.

Engineer's Office, Union Pacific R. R.,

Omaha, December 7, 1864.

Hon. John A. Dix,

Pres. Union Pacific Ry., New York.

Dear Sir:- with this I send you my resignation as chief engineer of the Union Pacific Railroad Company. My reasons I have given. I received the contract (The Hoxie) nearly a month ago. when I first read it, I felt it was made against my own views, and I could not be held in any measure responsible for it; but it has since been constantly recurring subject of thought to me, and I am now satisfied that I shall be able to acquit my-self of all blame, if I become an instrument of it's execution. You know the history of the M. and M. road, a road that to-day could be running to this point if it's stock and bonds only represented the amount of cash that actually went into it. My views of the Pacific Railroad are, perhaps, peculiar. I look upon it's managers as trustees of the bounty of congress. ^{Note} I cannot willingly see them repeat the history of the M. and M. road, by taking a step in the incipiency of the project that will, I believe, if followed out, swell the cost of instruction so much that by the time the work reached the mountains, the representative capital will be accumulated so much that at the very time when the company will have need for all it's resources, as well of capital as of credit, it's securities will not be negotiable in the market. From my boyhood, I have associated Mr. Cisco and yourself with Mr. Robinson and Mr. Flagg, as a man whose integrity, purity and singleness of purpose have and made them marked men in the generation in which they lived. Of course my opinion remains unchanged. You are doubtless uninformed how disproportionate the amount to be paid is to the work contracted for. I need not expatiate upon the sincerity of my course, when you reflect upon the fact that I have resigned the best position in my profession my country has ever offered to any man. With respect,

Peter A. Dey.

As in C. M. letter before

a fair consideration by its officers."

✓ Mr. Seymour was sustained in this position by D. C. McCallum, the Director and General Manager of the Military Railroad of the U.S. by C. Vibbard, Gen. Supt. of the New York Railroad; by S.S. Post, Civil Engr., Pittsburg, Ft. Wayne and Chicago Railroad company; he also had the support of J. L. Williams, the Govt. Director. The company adopted Mr. Seymour's recommendation.

not ✓ On December 12th, the company notified Mr. Dey to stop work on the located line and run a line down Muddy Creek and up the Pappillion to intersect the old line.

When the contracts were let for the first one hundred miles west of the Missouri river, and were presented to Mr. Dey, he considered the price so large that he refused to approve them and found that it would be impossible for him to agree with the company and Mr. Seymour in the location of his line west from Omaha. *In December 1864* ~~In January 1865~~, he sent in his resignation.

He stated in his letter that he was giving up the best position his profession has offered any man. "Mr. Dey's letter of resignation attached -

Insert 11
On account of the opposition of Omaha to this change of line, on May 5th, 1865, Mr. Durant opened up the question of building from Bellevue by sending Mr. D. H. Ainsworth the following message:

"Send estimate for temporary track from Bellevue to Junction, with grades not exceeding one hundred and fifty miles; permanent location can be made here after machine shops are to go west of Elkhorn."

This dispatch was simply to threaten and scare Omaha. Mr. Durant knew when he sent it that it would be impossible for him to get the terminal removed from Council Bluffs to Bellevue with a delegation from Iowa in Congress as that State then had. At the same time he instructed Ainsworth to obtain *on the new line next to the river at once.* On May 28th he wired to Ainsworth to right of way *also* base location of shops at Bellevue or Fremont. These *make a survey immediately from the river at Bellevue to the nearest point on line* dispatches greatly alarmed Omaha. I was overwhelmed with telegrams and *and report probable cost of right of way;* protests from Council Bluffs and Omaha.

1865

On June 2nd, I wrote the following letter to Mr. Durant:

"I received your dispatch and made a short answer. I don't see how you are to overcome the difficulty in the plan you propose. It seems to me that you should make Omaha the terminus, even if you build the Mud Creek line, for this reason; that by so doing you retain all that interest strong for you. I have no doubt, in fact I know, they would lend their influence to help you through on Mud Creek line, whereas if you go to Bellevue, they of course oppose you. Again, if you go to Bellevue you must incorporate a new company. Govt. would use their power to stop it, seeing it was clearly a plan to evade their decision, *locating the terminals at Council Bluffs.*

I have strong doubts about your getting a government engineer to approve the new line; 9 miles increase of distance would be a stumbling block to them. It appears to me you should get Sec. Harlan to agree *in* possible; if not, you will have to go before Congress. If you do this with no road to Omaha, they will delay you. You know that all Missouri, Kansas

&c., are against you, not only for personal interest but on account of old U.P.R. R. E. D. troubles. Well, Iowa would fight you on account of the effect it would have on Council Bluffs, and the Western interest of that State and Nebraska, of course, would be against you. The delegate lives at Omaha--this whole interest combined, and all of it living right on the line or adjacent to it--will have great weight. I know not who made the representations to Harlan; it certainly was not Omaha people or any great number of them. I convinced the people of Omaha that you were friendly to them and not to fight you. I dont think they will for the present. If necessary you can raise enough cash in Omaha to reimburse all extra expenses on old line, and if you think best to stick to Mud Creek line; in all events you should run both from Omaha.

I am in the West; I know the feeling and the influence and I assure you that it is to the Company's interest not to make any more fights or get any new jobs on hand before Congress meets. If Government decides to hold you to old location, I think Congress may relieve you provided you get the Nebraska and Iowa influence to work with you.

I certainly had rather take my chance in getting the old line accepted with track down from Omaha, than to fight the entire crowd--with Bellevue road and new location. Let me state one thing more;

Concluded page 510

you and the company should, before Congress meets, get at least 40 miles of road running and have engine and cars on it; this is the great lever in a fight.

I am bending my energies now to getting pontoon bridges across the Loup Fork and Platte for Govt. purposes. The moment that is done the amount of friehgt that will go over the road west will make any portion of your railroad pay.

Write me and tell me how you come to get into this trouble. How came Harlan to know anything about the change?"

My letters to Durant and my answers to the people of Council Bluffs had thoroughly aroused the Omaha people and they had communicated directly with Mr. Durant. On June 3rd, 1865, Mr. Durant forwarded me copy of his dispatch which he had sent Mr. Edward Creighton with a view of allaying their anxiety:

"Omaha is all right. House has the reasons for making the change, which I regret as much as you can do if Secretary Harlan insists upon old location. We submit but shall build from below first and finish line on old location; hereafter, if Congress does not release us we shall lose through business on the high grades, and must cross river elsewhere. Consequently need no buildings at Omaha."

While he was sending these dispatches, he was still working hard to have what was known as the Muddy Creek line built.

¹⁸⁶⁵
On June 4th, I received the following letter from Mr. Hoxie taking up this matter with me:

MC 527
"Durant telegraphed me to make arrangements to unload at Bellevue if he wanted me to. In another dispatch he said he would telegraph me further orders, which have not come. Several boats have gone up loaded for Omaha, and I don't see how they are to be unloaded at Bellevue. (The Doctor is pursuing a suicidal course, and I think will see it. It is not proper for me to advise him any more, and I don't want to do it. He would only snub me if I did. I am progressing fast with the freight but find obstacles every day.)

The dispatch of last week had a villainous article on Durant about the cotton. I sent it to Durant and he telegraphed back for names of Editor and Publisher, which I shall send him Monday. I think I see a law-suit for libel. I will write you more fully soon."

On June 5th, I wired Durant as follows:

"There is a committee here from Omaha to see me. I have your dispatch to Creighton. Tell me how the matter stands. What do you want? Let us get concert of action with Omaha people. I can aid you with them if you will pest me fully."

On June 7th, I received a letter from my brother in which he says:

Walt
"Omaha people who have lately been down in the mouth worse than eyes before by Durant ordering all material &c. removed to Bellevue are again jubilant over news from Washington that President Johnson and Secretary Harlan are interfering in their behalf, by assuring them location made by Pres. Lincoln shall not be changed and that work resumed on first line located by Dey and no estimate be allowed on the change of line back of Bellevue. It is rumored that Durant is under arrest for Blockade Running and that you are appointed Chf. Eng. of the road."

On June 6th, Mr. Durant wired me as follows:-

Secretary of Interior advises President not to approve Mud Creek Line until it has been examined by Government Engineers. We have no time, for must lay track to Bellevue, as in case we are compelled to adapt old line, we do not propose to build from Omaha to Junction of new line this year. Bridges and iron are laying at Bellevue. It is this or nothing done this year."

On June 6th, I wired in response to a dispatch I had received from Mr. Durant as follows:

1 Your plan won't work. If you attempt it, Government will stop you on ground of its decision. If you build on Mud Creek line, do so from Omaha. With iron down it will be more likely to be accepted if it goes to Congress, and if you build from Bellevue you will lose the ablest support the road has in the West. One thing certain, Government, Congress and the people will demand that over forty miles west of Omaha be built before December 1st and from the initial point as fixed by the President. Have written you."

On June 8th, I wrote Mr. Durant the following letter:

"I received your dispatch and made a short answer. I don't see how you are to avoid the difficulty in the plan you propose. It strikes me that you should make Omaha the terminus even if you build the Mud Creek line; for this reason, that by so doing you retain all that interest strong for you. I have no doubt in fact I know they would lend their influence to help you through on Mud Creek line. Whereas if you go to Bellevue they will of course oppose you. Again by going to Bellevue, it must incorporate another company. Government would use their power to stop it seeing it was clearly a plan to evade their decision. I have strong doubts about your getting a Govt. Engineer to approve the new line; nine miles extra distance would be a stumbling block to them. It appears to me you should get Sec. Harlan to agree if possible; if not, will have to go before Congress. If you do this with no road to Omaha, they will slay you."

Mr. Durant answered me on June 9th as follows:-

"The plan will be carried out or the works abandoned. Iron is being shipped from St. Joseph to Bellevue. This is too important an enterprise to be controlled by a local interest. The road can be built by the Kansas line if in no other way. No road through Iowa will terminate at Omaha. If line with heavy grades is adopted the M. & M. will be abandoned for the present."

On June 10th, Mr. D. H. Ainsworth telegraphed to Mr. Durant as follows:

"Bellevue landing to Junction sixty thousand yards earth. Four hundred masonry. Cost thirty thousand dollars. House says fifteen thousand yards will complete present line."

On June 17th, Mr. Durant notified me that Lt. Col. Simpson of the United States Engineering corps visited Omaha by order of the President for the purpose of examining the line as now located. He also notified Mr. D. H. Ainsworth at Omaha."

On June 21st, I attended a complimentary dinner in honor of General F. P. Blair.

On June 27th, 1865, I received the following letter from Dr. George L. Miller, Omaha, Neb as follows:

"Your telegram and letter were received, and the news about the bridges created much satisfaction. A large meeting is called for this evening to provide ways and means to transport them.

Your request not to publish your telegrams and letters, will, of course, be strictly regarded. I do not exactly see the reason for this reticence, but you know more than I do about it, and your wishes of course will be the law of the case. I do not know that I shall be able to prevent an expression of the feeling in the community which your action has caused. You are the first general officer who ever held command here that ever seemed to understand the large existing military necessities which have demanded a convenient crossing of the Platte at Fort Kearney."

On June 30th, I received the following private letter from Dr. George L. Miller:

"Your letter of the 25th was received this morning, marked personal and private. I have still taken the liberty to show it to a few persons, in the hope that I might, by this cause, do something to resist the opinions which are gaining grounds with this people against the interests of Mr. Durant. Your views have great weight here. There are none who question your fidelity to the interests we have at heart, but some think you have been misled by Durant to place too small importance upon the danger which "Mud Creek" threatens with a view to ultimate crossings at Bellevue. You are right in saying that Omaha has done nothing to obstruct the acceptance of the new line. This is true. They are doing nothing in this direction now. The question with them is, can they do anything, i.e., can they work with the "Co" for "Mud Creek" and not cut their own throats? Mr. Dey is here, and is of course powerful with any statement he makes in the matter. He arrived yesterday. I learn on good authority that he openly says that if "Mud Creek" is accepted he has no doubt Bellevue will be the ultimate point- that is, they will abandon Omaha as a terminus in the end. Under this state of affairs, I press your opinions in the right quarters. Dey hesitates, indeed declines to advise any special course, but, I understand says the people here ought to either fight Durant or favor him. If he is correctly reported to me, (I have not seen him yet thought E. L. Creighton and I called today) he says we must do one thing or the other. Still our people are quiet. They think they had better go slow. Durant gives his friends no ground to stand on. A wide-spread conviction that is pressed with great pertinacity by some here, by the papers at the

Bluffs and people there is that Durant is deceiving us; it is hard to overcome. Tom's brother was quoted to me yesterday as opposing your views. The "Bugle" appeals to us to stand by the straight line and under these combined influences those who think with me that the "Co" and Omaha should act together are rather losing ground. There has been no formal expression of course. I am simply trying to tell you fully what I know about matters from conversation with individuals I think Creighton, Dr. Lowe, &c. are undeceived though I know ^{we} C. to be against a conflict with the Co. I only wish Durant ^{we} openly and freely strike hands with us on some definite ground by which "Bellevue" would be forever wiped out. In a long letter to him I asked him to do this. Can you not bring him to this position? I think his friends here should have some more ground to stand on.

Your action respecting the bridges revives many hopes here and brings you encomiums from "all sorts of people." We shall observe your requests as to publicity, of course. I can see the wisdom of the thing.

Our people have invited you to visit us. You will receive their telegram today. I moved this in our bridge meeting. You must not censure me for this. We need you on the ground. We shall

not formally received you, honoring your morbid modesty. But we want you to get leave to come up. I hope you will do it. Come and see us in a general way.

I wish you would write me frequently on all matters. I have ordered papers to you and they will be regularly sent. I wish I could find the copies in which Taylor has given you so many good words.

Please have Durant do something more than to merely say he will "make no promises to Omaha" He said this in a telegram to Creighton and has steadily refused to say more. I had a long talk with John E. Henry yesterday, but it resulted in a mere review of the case. I told him I had written Durant. I don't know that he will answer me. If he would, it could help things very much if he did it in the right way. The Government Engineer has not yet arrived but is daily expected. I suppose Dey is here to meet him, but do not know this.

Trains are being provided for Loup Fork Bridge. Millard, Creighton, Kountze, Hurford, Dr. Lowe and others are active."

On June 30th, I enclosed this letter with a confidential note to Mr. Durant and I received an answer as follows:

I have received your favor enclosing your letter of Mr. Miller, and have carefully perused the same.

Neither yourself nor the citizens of Omaha seem fully to comprehend this matter of change of line.

Nels ↗
The company were proceeding with a large force to grade the road on the old line, when the change was first spoken of, the heavy grade was an objection and has been freely described as such by the friends of Cedar Rapids Road (the road north of us) and used as an argument why this road through the state of Iowa should be located to cross the Missouri River at or near De Soto thence to the north of the Platte (with a maximum grade not exceeding 40 feet per mile). The Government Directors and the consulting engineers came to the conclusion that the interest of the company and of the Government were best subserved by reducing the grade even at an increase in distance, and the resolution to change was brought forward and strongly advocated by the Government Directors. In fact it was their measure and carried by them, and it was only after a discussion that I was able to get it so modified as to provide for further action in case the work had so far progressed as to render it necessary.

A large party of our men were taken off the work and put upon half pay while the new line was being located. The company has since been doing all in its power to push the work on the new line and intended to have commenced track laying on the 10th of July.

Mr. Harlan for some cause (I do not know that any one in Omaha has attempted to influence him) recommended the President not to approve this location advised by the Government Directors, until further examinations had been made. In doing this, he has exceeded what was required of him and by causing delay did great injury to the enterprise. It was his duty to have consulted with the Government directors. He has certainly misunderstood the whole thing. In the case of the Kansas road, they have had him overruled by the President and their road is to be accepted without waiting to have it examined by Mr. Harlan's commissioners.

We have not proposed yet to interfere with Mr. Harlan, but the matter with the company stands thus. If the new line is rejected, the company has one of two things to do, abandon this work or contrive some way to get a portion of the line completed this fall and next spring in order to save the charter. If they attempt to build on the old line with a maximum of 80 feet per mile it would be impossible to finish the same to the Elkhorn river this fall, beside with the increased outlay they would be left without the means of paying for the iron. There are no ~~aff~~'s or ands about the matter. I see no probable way for the company to raise the means to go on for a week if such decisions were adopted. Should they build it with ~~166~~ ft. grade, which is the best that could be done, there still would be a delay that would finally ruin the company. After deliberation I have come to the conclusion that the only course that could be pursued and save the road was to strike the approved line as soon as possible some ten or twelve miles up the Papillion from the mouth of Mud Creek, from which place (M.Creek) to the Mo. River via Bellevue

the distance is three or four miles, this, of course, has to be done by a new company, the necessary papers for the formation of which were immediately prepared. After reaching the old line at the above point, on each section of 20 miles, the company could draw their bonds from Government and the lands, and build the road from said point to Omaha where they could raise the money to do it; but in the mean time the company must have machine shops &c. and of necessity must locate them elsewhere for that portion of the road if built with grade of 116 feet per mile would not be used for the main or through traffic.

I think you say "Why not build down Mud Creek on the new line as presently located, and let this be the line for the main business?"

The reasons are simply these. A company independent of the U. P. R. R. must own the line, for the U. P. Co. cannot raise the means to build both, and it is for the interest of such company to reach the river with as short a line as possible, and to start from Bellevue instead of Omaha will leave iron for some eight or ten miles more of the road of the Union Pacific Co. Then this affair lessens the chances for an eastern connection at Omaha. The Iowa and Nebraska (Cedar Rapids) people are feeling well and determined to go on and do not seem to care whether the M. & M. joins them or not, unless they are willing to run north on their line.

The M. & M. people are discouraged, and there is no chance for them to build through for some time unless in connections with one of the roads north or south of them. How this is to be done, I do not know, but trust there is still a chance.

I am not in any way connected with the management of the M. & M. road but shall do all in power to advance its interests. I think the new directors are disposed to let the Iowa directors, Price and Grinnell, lead off in the management. Mr. Cook is still in the board and understands more about the affairs of the company than all the rest. I presume the bondholders will sell out the road but trust it may be done with an amicable understanding between the holders of the securities, and that the new organization will provide for the completion of the road to Des Moines. You will perceive from this that should the question of a relocation of the terminus of the Eastern end of this come up the prospect of an eastern connection would have an important bearing upon its ultimate decision. As to the Mud Creek line, when I found the gradation could be completed with about 15000 yards excavation, I concluded to lay the track down that line from Omaha saving thereby one month in time, as we can take up the iron should the decision be against us and lay it west of the Elkhorn which would enable us to complete thirty miles of that portion of the U. P. R. R. this fall.

It is unfortunate that Mr. Harlan should have interferred in this matter at all. We have made our calculations to lay 80 miles at least this summer. I have reduced the amount now to about 50, the iron for which has gone forward, and which we hope to be able to complete although there is very great difficulty in raising money.

The contract Dey says there is so much money in, is open for everybody who will put money into the enterprise, but capitalists have not faith in its paying after completion.

I know the interest you take in the success of the enterprise and therefore write freely upon the point.

The people of Omaha have more to fear from future Legislation than any one else, for there is a strong influence over the county in favor of a terminus south of that place than you are aware of. My motto is, first the road--local interest afterwards.

If Omaha has her own way, I fear the road would not be of as much benefit to her as it is to be hoped will be the case.

I assure you the danger is in not being able to comply with the law as to time."

On July 10th, Dr. George L. Miller wrote me a letter in relation to Col. Seymour, the Consulting Engineer of the Road, as follows:

"I write to say for your information that Seymour the engineer who opposes the old line of R.R. from Omaha openly avows the intention of the Co. to make a new terminus at Bellevue. This must necessarily fix Omaha in determined opposition to the Co. I am sorry, but men must fight for their existence. I urge upon you the importance to Durant of coming back to us on some terms. This fight may be ruinous to him as well as to us."

Note
I hear whispers of bad faith toward you on Durant's part. There are those here who say to me they have reason to fear you will be sold out at chief Engineer. I dare mention this to you because I am your friend. From what Durant said to me last winter in N. Y. however, I can not credit. He then declared you to be the best man in the country."

On July 15th, My brother wrote me giving me his views upon the controversy between Omaha and Mr. Durant as follows:

"Your letter of 7th received today. Your statement about Durant and Pacific R.R. place him in a different light from opinions generally held in this section. My knowledge of his cotton speculations was derived from papers, of his course in Pacific R.R. matters from many sources, and in this I think you are mistaken; he is doing everything in his power to accomplish the change; is the head and front of the whole matter; has sent his Eng., Col. Seymour, out to go over the line with Col. Simmons (Topographical Eng. sent out by the Pres.) and advocates the change. Seymour tells us that if we dont withdraw our pressure from the short line and they are compelled to run on short line, they will establish a 116 foot grade and will build a line of their own to Bellevue. The ox**b**ow route is a fraud and it is no use for the people in Omaha and Bluffs to keep quiet and see it perpetrated, involving as it does the life and prosperity of these towns. They do not propose to fight Durant or anybody else but they feel it their duty to do what they can to prevent a change as originally filed; this I think they will accomplish. While I think the ox**b**ow route could be equally to our detriment, I am not one of those who think it is a death blow to these towns. I think I clearly understand why the company are so desirous of a change--it is done to enable them to build the first 100 miles within the states time (June 1866). In any event, they will be pushed to accomplish it, if they are compelled to adopt original line, they will be in a tight place. Seymour says they will have to make surface track into Platte Valley and make up the distance there. Durand being interested in the construction and receiving as I am told same amount per mile, it is of great pecuniary interest to him. Col. Seymour, Simmons and Govt. Director Haraugh, have been over the line and holding interviews with people of Omaha and C. Bluffs they were here yesterday. I rode up on old burying hill to give them a view of the valley above town and also down to camp Dodge to view it in that direction. In P. M. they met citizens in Council room and received through Blomer, Baldwin and Sapp an expression of our feelings. The hospitalities of the city were tendered them and all passed off very pleasantly. (Seymour argued in favor of the ox**b**ow route, the less grade being the great thing in his favor.) Tonight our citizens have a meeting to appoint men as a committee to place the whole matter in charge of and act with Omaha in protecting our interests. Mr. Dey has represented the advantage of his short line over others in several interviews and at Col. Simmons request put his arguments in writing. I enclose copy of his letter; it is unanswerable. We are represented strongly at Washington."

On August 11th. I received the following letter from H. M. Hoxie who was in charge of our transportation:

"I am going to Chicago tonight, shall be gone about a week. Have made good progress in shipping. Got up about two construction trains. I have no news from Col. Simpson. The report from

Omaha is that he has, or will report unfavorably to that place. I don't believe he has made any report or that they know anything about it.

I hope he will do about right and that all will be satisfied and the road go ahead. I don't want any of this fighting about it hereafter. It makes a muss that we all have to mix in, and may become unpleasant.

The Omaha folks are queer ones, and don't look to their interests at all. The only help they got from you and myself. I do think that Durant would have commenced at Bellevue if it had not been for us, and I so told them; nevertheless they think I am against them. I wish you would put them right on the subject.

On August 22nd, Mr. Seymour, the Consulting Engineer of the Union Pacific wrote Mr. Ainsworth as follows:-

Your two letters of the 8th and 14th inst. have been received as also the map, profiles and estimates directed to Mr. Durant.

These are all very satisfactory, although not quite so full in some respects as I could wish. This defect would undoubtedly have been remedied if you could have come here in person with the papers.

As it is, however, I shall be obliged to make the most of it.

The 31.6 grade down the river is very gratifying both to myself and Col. Simpson, and you need not be surprised if the result shows that this simple fact proves to be the turning point in the whole question. I shall change the grade to 31 feet, for convenience of calculation, and add something to the cost to balance.

I wish to show a comparative estimate of the cost of reducing the grades upon the entire old line to 40 ft. per mile, and of the entire new line, with grades of 31 feet to the summit, and not exceeding 20 ft. (ascending westerly) to the point of convergance.

This you see will require considerable labor here, and I would have preferred you to have made and certified to them.

Col. Simpson was somewhat disappointed that you did not run a regular line with low grades down the Papillion and around the Bellevue table to a crossing from the Rocky shore above Bellevue.

I shall be obliged to assume a line for this purpose, as it has, in his opinion, a very important bearing upon the argument.

The Colonel has spent most of his time here gathering information &c since he returned from Omaha, but left for Washington on Sunday evening last, with a memorandum of all the material facts necessary to commence his report. I hope to be able to place all the documents in his hands during the present week."

At the request of Col. Simpson, Mr. Peter A. Dey submitted his views of the change in this letter:

Omaha, July 12, 1865.

At your request to embody in writing the suggestions that in various conversations I have made in regard to the location of the Union Pacific Railroad from Omaha to the Platte valley, I submit the following:

The original location of the road was made by the company after the profiles and surveys of six different routes had been submitted:

- 1st. From the mouth of the Platte river, following the valley.
- 2nd. From Bellevue up the West Papillion.
- 3rd. The south or located line from Omaha west.
- 4th. The north line from Omaha, up the Military Creek, down Saddle Creek into the Papillion, up its valley to a point nearly east of Fremont, and down Plum creek to the valley of the Platte.
- 5th. From Florence westerly.
- 6th. From a point on Fish creek, between Desoto and Cuming City, and across into the Papillion, up fourth line.

These surveys, I assume, furnish all the information required to decide the route, and all now in possession of the company

Notes

except that much of line between Station No. 150 and the mouth of Mud Creek, on the survey of the route recommended by Mr. Seymour, consulting engineer.

I do not mean that all these lines were not susceptible of improvement in detail, but that in the main they covered all I claim for them.

In the proposed change of location Mr. Seymour changes the line from station No. 150 to Station No. 900 and in this distance of fourteen miles he increases the length of the line nearly nine miles, and reduces the maximum grades, evidently through inadvertence, in the comparison, he calls it, nine in twenty-three miles.

He then submits a statement to four prominent railroad managers, asking them (I do not quote his language, but you can judge, whether I state it fairly) which of two lines, as practical men, they would adopt; one of twenty-three miles in length, with maximum grades of eighty feet per mile, or one of thirty-two, with maximum grades of forty feet, at the terminus of a road several hundred miles of which have no grades to exceed ten feet per mile?

The answer of each of these gentlemen is the longer.

It seems to me that this question should have been stated (as an examination of the profile shows the grading to be done on the line Mr. Seymour advises) whether, with the maximum grades of sixty-six feet going west, and seventy-nine and twenty hundredths going east, on either side of this divergence, it would be expedient for the company to increase the length of their road nine miles in going fourteen to get rid of the like grades on portions of the intermediate fourteen miles?

It is fair to presume that their answers would have been as different from what it is as are the propositions submitted.

It may be urged that these grades will ultimately be reduced. The easy excavation of the ridges between Omaha and the Elkhorn river renders the reduction of the intermediate grades practicable.

The fact is, the instructions of Mr. Durant, the acting manager of the road, when directing the adoption of the highest grades on the direct line, were coupled with the explanation that when the business wants of the road required a reduction of grades, the haulage of the material would be done with cars, and thus the largest item in the cost of reduction would thereby be very much less than if attempted in the first construction of the road.

You are familiar enough with the history of the leading roads of the older States to know that large amounts are being expended to shorten distance. The New York Central and the Michigan Southern roads have each built more than one hundred miles of new road to shorten their lines twenty-two miles.

The ascent of the Platte valley from the mouth of the river to the one-hundredth meridian of longitude is, on the line run, a distance of more than two hundred and fifty miles, about six feet per mile. Our survey shows that this much road may be built with no grade to exceed ten feet per mile.

An engine, according to Mr. Seymour's table would draw from this, as a terminus, fifty-six loaded cars, this entire distance on a forty-foot grade, for which he lengthens his road nine miles; its maximum load would be twenty-five; on an eighty foot grade thirteen; or the relative power of an engine is not quite twice as much as on a forty-foot grade as an eighty but more than twice as much on a ten-foot grade than on a forty.

Supposing the increased line to be all that it is claimed that it may be made, the same argument would more than justify the increased distance required to follow the Platte Valley.

In this I leave out as an element the cost of construction which would be less per mile than on any other route, and yet I assumed in my report and I think correctly, that the addition of eighteen miles would prevent it from comparing favorably with the other routes.

On page 4 of Mr. Seymour's report he uses the following language: "The maximum grade ascending westerly between Station No. 0 and Station No. 150, the proposed point of divergence, is also sixty-six feet per mile; this portion of the line is nearly graded, and it is proposed not to change it at present, but it is assumed that it will be changed hereafter to correspond with the maximum grade that may be adopted in ascending the valley of the

Papillion. This question is reserved for future consideration, with a view, however to such future change it is recommended that for the present as little money as practicable be expended in grading the valley of Mud Creek between Station 150 and a point where a line with moderate grades in both directions would naturally leave this valley to enter the valley of the Missouri river."

I can interpret this language, guarded as it is, in no other way than that Mr. Seymour advises the company to use his route, for the present, and until the business of the road is increased sufficiently to require lighter grades, then to make the eastern outlet at or near Bellevue.

If this be the legitimate meaning, it is clear that the eastern part of his line is merely a temporary accomodation to Omaha, and the whole line out of any fair comparison, except as a part of a line from Bellevue to the Elkhorn river, and the discussion must come back to the located route from Omaha and the line from Bellevue.

On these lines, before the company had taken any action, I committed myself most unequivocally, as an engineer, in favor of the latter, as you will see by reference to my report.

If the company erred in their location, it was with the facts fully before them; how far outside influences, importance of the points interested, political considerations, prospective eastern connections, or other causes, weighed with them, I cannot tell.

The location was fixed, and the business interests of western Iowa and Nebraska began to accommodate themselves to it, when the change was ordered. Its effect has been to unsettle everything, and leave a deep feeling of distrust as to what may follow.

It makes comparatively little difference how questions of this kind are settled, providing that when done they are settled permanently; and although a change of terminal point and route would work financial ruin to many men, and render the property in these towns utterly valueless, yet the enterprise and energy that have built on the frontier Council Bluffs and Omaha, under so many disadvantages, will, in a few years, build up other points equally important at the terminus of the road.

There is an elasticity in the west that enables men to recover rapidly from financial misfortune; still the policy of government has been to cherish rather than cripple individual enterprise.

For this reason, it is to be hoped that no course will be pursued by the company, or allowed by the government that will add temporary importance to these places, with a view of eventually leaving them one side.

I trust that when your report shall have been acted upon, no question will ever again arise as to where the terminus of the Pacific Road will be.

Peter A. Dey.

P. S. Since writing the above, it has occurred to me that the direct line of the New York Central road from Syracuse to Rochester is only eighty miles; the old road over one hundred. Having no means of ascertaining accurately, I refer to it with a view of having nothing in this, either in statement or inference, that will not be sustained by facts. It does not affect the argument, if it is only eighty miles of new road built to save twenty-two miles distance.

I have quoted Mr. Seymour as the authorized exponent of the views of the company. They published his report and acted upon its suggestions, and they cannot, by denial, separate their policy from the legitimate inferences to be drawn from the report."

On August 26, 1865, Mr. Durant, in a letter to Col. J. H.

Note 1
Simpson set forth the company's position in the matter and objected to Mr. Dey's taking any part in the work of Col. Simpson, and criticised Mr. Dey very severely. In his letter he said the company did not feel disposed to rely upon the judgment of Mr. Dey in this matter and his position not being such as rendered it necessary that he should be consulted, his opinions were not asked, either before or after its

execution." This was certainly a very singular treatment of an engineer ^{who had been} in charge of the road. He also stated that the Hon. Jesse L. Williams, one of the Government Directors, together with Colonel Silas Seymour, the Consulting Engineer of the Company, visited Omaha for the purpose of examining the country, and inspecting the work. They severally recommended the company to change the location of the road between Omaha and the Platte Valley so as to avoid the maximum grades of eighty feet per mile upon the line being constructed and substituting therefore a line with maximum grades of forty feet per mile.

Mark 1
 Colonel Simpson, after a thorough examination, on September 23, 1865, reported to the Secretary of the Interior "that the line from Omaha down the Missouri Valley across the River bluff ^{by the Childs Mill Survey} to Muddy Creek and down the ^{that stream to} Pappillon Valley route, at or near station 421 and thence on said route to the Valley of the Elkhorn as shown on the accompanying map #4, with ruling grades of 30 ft. per mile ascending, westward and eastward is 15% better than any other route that could be built holding the terminus at Omaha.

Mark 1
 This decision was approved by the Secretary of the Interior and by the President. This was an entirely different line from what the company had ordered Mr. Dey to locate originally, and a different line from what Col. Seymour had recommended and from the line which the company had already built. The line of Col. Simpson was what was known as the Child's Mill line and its engineering capabilities had been set forth both by myself and Mr. Dey in the surveys we made, but the railroad company never built that portion of the line running from the station at Omaha two miles south of Omaha down the Missouri Valley then turning West and cutting through the bluffs to Muddy Creek, with a 30 foot grade, which Col. Simpson adopts instead of the 66 ft grade from Omaha station to summit west of Omaha.

Mark 1
 This location of Col. Simpson's, eliminated that portion of the original line extending from Omaha three miles to the summit with a 60 and 66 ft. grade and rundown Muddy and then up the Pappillon; it also failed to eliminate the 80 foot grade at Elkhorn. The Company made their construction ^{Omaha} from the summit to a point on the Dey original line 17 miles west of Omaha on the original line, so

that they really added nine miles of distance in 14 miles of road.

When the first forty miles of road ~~were~~ ^{was} examined and accepted by the Government commissioners, they absolutely ignored the decision of the Government and accepted the road from Omaha west to the summit with a 66 foot grade, then taking the changed line, which the company had built ~~up~~ down the Muddy and up the Papillion to the 17 mile point then the Dey line going down into the Elkhorn with its 30 foot grade.

Note → So far as the changes are concerned, the line out of Omaha with the 66 foot grade is used today to the Omaha summit, although the original Dey line has been constructed by the Company since 1900, cutting out the 9 miles of extra distance and reducing all the grades, after reaching the summit at Omaha to 40 feet per mile.

Col. Simpson was governed in his decision first by his demanding of the Company an agreement "that ~~will~~ the company ~~should~~ ^{do} to amend the Mud Creek location by connecting it with the line recently surveyed by Mr. Ainsworth from Omaha, down the bottom of the Missouri Valley, two miles, cutting through the Bluff to Mud Creek, and thence to the Valley of the Elkhorn, with ruling grades of 30 feet to the mile, ascending both eastward and westward, it is important that I receive the assurance of the company to that effect, so that my reasoning may apply to the new line so amended, and not to the line as laid down on the map accompanying the argument. 2

Upon receipt of this, the Company on August 29, 1865, sent Col. Simpson the following agreement:

"The foregoing communication, under date of August 25, 1865, addressed by T. C. Durant, Esq., vice-president of this company, to Colonel J. H. Simpson, United States engineers, respecting the policy of this company in regard to the location of the road between the Missouri River and the Platte Valley, having been submitted and duly considered by the executive committee of the Union Pacific railroad company is hereby fully approved. In witness whereof the Secretary of the company is directed to affix the corporate seal of the company Seal.

I certify that the above is a true copy from the minutes of the Executive committee of this company.

Charles Tuttle, Secretary.

Per, B.F. Bunker, Asst. Secretary.

Second, *Col. Simpson's* decision was controlled to a certain extent by a letter of D. H. Ainsworth, the Division Engineer in charge of the road since Mr. Dey left, to Col. Seymour written on Aug. 14, 1865 in which letter was submitted to Col. Simpson as a part of the argument of the company as follows:

Mark 1

"The building of the #4 line, the line recommended by Col. Simpson would save over the original line nearly one million dollars in cost" and Ainsworth said it was utterly impractical to reduce the grades to forty feet per mile on the old line. Mr. Dey in his letter to Col. Simpson shows plainly that what he had in view was the reducing of these grades to forty feet and since the year 1900 the Union Pacific has reduced the grades on the Dey line between the Omaha summit and Elkhorn to 40 feet showing how absolutely wrong both Simpson and Ainsworth were in the estimate of the improvements that could be made on the Dey line, but Col. Simpson only adopted this #4 line on the basis that it was necessary to have the road commence at Omaha as a terminal and in his report he says:

Viewed simply as a problem in engineering to select the best route to connect the Union Pacific railroad with the Missouri River, the result is unquestionably, as the table shows, in favor of line #5 or the Bellevue route."

He holds this route 30% better than all the others considered. He says the fact is apparent to anyone conversant with the topography of the country around Omaha and Bellevue or examining the maps and profiles that the present necessity of the proposed route #4 bending as it does towards and with three miles of Bellevue, must eventually in a change of the terminal of the railroad and site for crossing of the Missouri River from Omaha to Bellevue. He also predicted that railroads coming from the East would eventually force the terminal at Bellevue and thought that the change ought to be made then and also considered the Bellevue crossing for a bridge much superior to any other.

Mark 1

Time has disapproved all these predictions of Col. Simpson. None of the roads have ever attempted to cross at Bellevue. The Burlington, in crossing the Missouri, crossed at Plattsmouth on the south side of the Platte. All the roads connecting with the Union Pacific so far have come to the terminal at Council Bluffs, not one has gone to Bellevue. The bridging of the Missouri at Bellevue was very thoroughly examined and if the main line started from there, it would have had to be a draw-bridge, which is impracticable over the Missouri River. The cost would have been far more to hold the stream to the draw-bridge than the extra cost of the high bridge at Omaha.

1865

On September 15th, I received a letter from Mr. Dey on the Simpson report as follows:-

When I parted with you at St. Louis, it was my intention to follow you the next day to Leavenworth. After reflecting some time afterwards, I concluded that it would involve the neglect of some matters that perhaps might suffer by my continued absence and reluctantly gave it up.

I sent you with this a copy of Col. Simpson's report. The report, I look upon as a fine one and its inference in the main correct. The great mistake he makes is that he compares the cost of reducing grades on the direct line at the present high price of doing the work; hauling ~~on~~ the material with teams- for the long haulage, when he should have compared it as it would have been done hauled by cars and taken out gradually, when labor was cheap. With this method of doing the work would make the direct line superior to any of the others except the Bellevue line, which is without any question the best that can be laid out of the valley of the Missouri. Mr. Durant, you will see by ^{his} ~~my~~ attacks me- this is not the manly course that I expected from him and look upon it as the meanness of Ed Cook and John E. Henry concentrated spiced by a little of Seymour's peculiar sauce.

His statement is false, as no person ever examined my accounts or has sent for that purpose. I picked out such vouchers as properly belonged to Hoxie's contract and passed them over to Henry's bookkeeper. I never have heard from the New York office or elsewhere that a single one of my vouchers were not entirely satisfactory. If Durant had said I had mismanaged the work or expended a dollar that did not legitimately go into the work, I could have made him prove it or back out and own up--as it is, the ~~allegations~~ are beneath and unworthy of him. It is not worth while for me to explain these things to you. I contend I am right in that location if Omaha was to be the starting point; if Bellevue, my report written before the location was decided is too clear to be questioned. I never owned a dollar's worth of property in Omaha, and expressed my determination never to, when I went there.

I am satisfied that I could have built the first hundred miles of road, if left to manage the work, as my judgment dictated, \$500,000 less than it will cost. Mr. Durant, I think, should, by this time, know that, and he certainly is sharp enough to comprehend this.

Write me occasionally when you have the leisure, or anything that will interest me occurs."

Nobr. 1

On September 9th, James A. Evans reported to Mr. Ainsworth on the Cache la Poudre route as follows:

"Presuming the Cache la Poudre crossing of the Black Hills to be the one finally adopted, I am decidedly of the opinion that we should cross the Platte River at the best point below the Loup Fork and the South Fork, well up towards the mountains where it is comparatively insignificant; my reasons are that the bridging would not be increased, the road while in course of construction would command the travel better, while it would certainly save a crossing to a any southern connection. The references in your note to telegrams coming thick and fast, I think I can understand and am glad to find that they have not the power to annoy you. I discovered some time ago that sensitiveness in employees of the U.P.R.R. was not a paying or a pleasant feeling."

On September 27th, Ogden Edwards who was making the surveys in the Platte Valley country, wrote Mr. Ainsworth in relation to the necessity of breaking the one hundred-mile tangent in this valley as follows:

"Your letter was received this morning, just as I was starting for the field. I will send the levels from East side of the Loup to Station 5000 by today's mail. The levels from 4400 to river are in level book in office marked "Levels from Fremont to Columbus" located line. As Mr. Case probably informed you, I found error in former line. This has arisen from making offsets instead of turning angles. This changed all calculations based on that line.

Yesterday came in sight of Bluffs and found as I expected from the departure of the line from former tangent the error, then the line would hit there, was in hopes there might be an error the other way to balance, but it does not so appear. I telegraphed you this morning before receiving your letter, asking you to come up as I wished to advise with you in regard to line. The angle to miss the Bluff will be very small and seems too bad that the line should not be straight, as it might be too near Wood River, besides by being 1000 to 1200 ft. farther south at this point 8187 we should avoid a deep slough which we cross seven times in going from station 7820 to 7886, we cross on land from 200 to 600 ft. on each side of the line cannot be surpassed for the distance run. I do not suppose the time can be afforded to change the line and will have to make the angle south."

On September 29, 1865, Mr. Evans wrote me in regard to the progress he had made on the Black Hills as follows:

"In answer to your telegram from Denver, asking for information as to routes in the Black Hills, I will try briefly to give you the results of this, and last season, merely stating in advance that as I have just returned from the field the figures below may be slightly modified, not however to an extent to interfere seriously with the comparisons.

My line of last year was via Walbach, Cheyenne Pass, Bridger Pass and Bitter Creek. The line of this year from La Porte (Cache la Poudre Line) intersects the line at the beginning of the Laramie River.

For the purpose of comparing distances, it will be necessary to consider Julesburg on the Platte, a common starting point, as the Cheyenne Pass route would follow Lodge Pole Creek easterly, the Cache-la-Poudre line the south fork of the Platte. Assuming Camp Walbach to be ten miles nearer than La Porte to Julesburg, the distance to the common point on the Laramie River would be, Cheyenne Pass, 187 miles, Cache la Poudre 236 miles; 49 miles in favor of the Cheyenne Pass.

To compensate for this loss of distance gradients are in

favor of Cache la Poudre, with the additional advantages of more fully accomodating and controlling the Colorado trade. The grade via Cheyenn Pass (over the Black Hills are pretty generally above the maximum (116 ft). via Cache la Poudre, below that limit and are much lighter for one third the distance over the hills. The foot of steep grade is 20 miles west of La Porte.

Distance from La Port to Summit (Cache la Poudre line) 43 miles.

" " Camp Walbach " (Cheyenne Pass) 15 "

Altitude of Summit above Tide (Cache la Poudre) 8050 ft.

" " " " " (Cheyenne Pass) 8600 ft.

" " La Ported 5050 feet. Altitude of Camp Walbach 7030 ft.

The salient points in construction would be on the Cheyenne Pass line. A tunnel of 1500 feet at the summit and deep ravines on the Western slope. On the Cache la Poudre line, the crossing of Poison and Dale Creeks as far as the work is concerned perhaps there is not much to choose. We have still another crossing of the same Black Hills, leaving our Cheyenne Pass line about two miles west of Camp Walbach, and bending southerly cutting off and crossing the tributaries of Crow Creek. The grades on the line are within the limit. The line connects with the Cache la Poudre line on the Laramie plain east of the common point of the other lines above referred to, the Crow Creek line is 206 miles long, viz; from Julesburg to the Laramie River, making it 30 miles shorter than the Cache-la Poudre, and 19 miles longer than the Cheyenne line. The work on the Crow Creek line is somewhat heavy, and the allignments objectionable, as by it we have to make nearly the same summit as via Cache la Poudre.

When my office work is further advanced, will try and send you condensed profile, in gratitude for the very great promptness with which you have furnished us with aid this season, and for which I feel under personal obligations to you.

I shall always be glad to furnish you with any information I may have as to our mountain work."

On October 18th, ¹⁸⁶⁵ Mr. H. M. Hoxie wrote me from St. Joseph as

follows:

"I returned from Omaha on Sunday, where I went to meet Durant. He remained there one week. Stirred up Henry and the others pretty well. They did more business than they had in a whole summer. We have about 18 miles of road in running order and laying about one-half mile per day."

On October 26th, ¹⁸⁶⁵ Dr. George L. Miller wrote me from Omaha as

follows:

"I have an article, as you will see, on this damnable Indian arrangements defending you from responsibility, &c. I am a friend of the Dodge family in particular and in generaly, and if I compliment the military head of it too much tell Mrs. Dodge that my pen usually runs itself when it gets started upon the subject of its master's friends.

The Pacific R. R. Co. must have what is known as a transfer arrangement at Omaha, for the removal of its freight, going east and west and for persons and baggage also. It is usally done by a company formed for the purpose. I want to be its head and its tail under the wing of Durant, making such interests as he may dictate, of course, yourself being in the ring, for his friends. This states the whole case and I am working for the company with all my might and giving every paper and every man the devil who says a word against him or the Co. They have called me "Durant", "Thomas", "Tom" and every other name for standing by your counsels and advice to Omaha and they now cease railling at me and see the evil of their ways. The Republican came out the other day with a local fling at the Ox Bow. I went after it with hot shot, as I intend doing in every case and am sustained in it. I am bringing our people to appreciate what this great road is. I have no claim on Dr. Durant, nor on you, for this but if the Dr. befriends anybody here, as I think it is his interest to do in the transfer matter, I intend he shall not be ignorant that the editor of the Herald is and has been as you well know, faithful when others faltered. When Durant was here, I alluded to you and my seeing you

he said he did not write even you what he wanted because he did not want to embarrass you. We want you here. Get here as soon as possible."

On April 2nd, Mr. S. B. Reed took one Assistant with him, went by stage to Salt Lake and organized his parties, made a survey from Salt Lake to the mouth of Weber, up the Weber to the mouth of Echo and up and across to the head of the Muddy to Black Fork and from Black Fork to Green river, connecting with the Evans line coming from the East. He also examined the route which had been formerly examined by Mr. Young up the Timpanagas, and found it impractical.

Mr. Reed describes his trip by stage from Omaha as follows:

at Ft. Kearney and followed it

We struck the Platte River Valley all the way up to the Cache la Poudre, through Virginia Dale up and over the Black Hills, through Cherokee Pass, across the Laramie plains, past Rock Creek and Coopers on to Wagon House Creek across the Medicine Bow, where we took such a good breakfast with Russell (who had been murdered later in the spring), on to Ft. Halleck, through Rattle Snake Pass and down the Creek to the desert beyond, away to the North Platte through the Bridger Pass, down Muddy to Green River, to Black Fork, past Church Butte and Ft. Bridger, up the Muddy and Quaker Asp to Bear River and up the Weber to Bitter Creek and Parley, over the divide and down, down to Hardez and over the Little Mountain and out by Camp Douglass to the beautiful city of the Saints.

We left the station in Bear River valley after supper. The night was pleasant, with a full moon, and I took my seat on the box with the driver. About an hour's ride from the river, we passed the needles which are high pointed peaks of rock towering a thousand feet perpendicular from the road side, and in the moon light presented the grandest sight you can imagine. Soon after passing the needles we crossed the divide between Bear and Weber rivers and entered the head of Echo Canyon, down which we traveled thirty miles to Weber River.

The scenery down the canyon is grand beyond description, and I rode with the driver until two o'clock in the night, when we arrived at Weber station, where we remained until after breakfast. This is the thirteenth night from Atchison and the last night of our stage ride. The Weber Valley is well settled and forms a striking contrast with the barren, desolate country we have passed over for the last six hundred miles.

From Weber the stage road passes over the Wasatch range of mountains, forty miles to great Salt Lake City. From the summit to the city is a fearful ride down the steep declivities and through canyons to within four miles of the city, where we get the first sight of the city and Salt Lake which most agreeably disappoints every one that ever crosses the plains.

When we approached the city from the canyon down which the road winds, all were anxious to see the valley after traveling so many days over a comparative desert. I was expecting to see a fine agricultural district. Judge my surprise on first viewing the valley to see spread out before us for many miles, south, west and north, a country thickly settled and cultivated with great care and labor, every farm being well fenced, with good substantial buildings, orchards of peach and apples in abundance and everything indicating a thriving industrious and happy people.

The city is regularly laid out, the streets wide and the blocks and lots at least twice as large as in Joliet. In the gutters on each side of the streets runs a stream of pure mountain water and so arranged that every lot in the city can be irrigated and a water commissioner regulates the water going to each lot, at regular periods.

I have never been in a town of this size in the United States where everything is kept in such perfect order as in this city of the saints. No hogs or cattle allowed to run at large in the streets and every available nook of ground is made to bring forth fruit, vegetables or flowers for man's use. From the hillsides back of the city you would imagine an immense forest, so numerous are the peach apple and shade trees.

Since my arrival I have made the acquaintance of a number of the church dignitaries, also the governor of the territory. Governor Reed cheerfully furnishes me with all the information about the country in his possession and urges me to make his office mine while in the city. He is very anxious to have the mineral wealth of the territory developed and was much pleased to learn from me the properties of some specimens that he has recently secured. The population of the city is 20,000 but a very large proportion children. Yesterday I was invited to take a walk through President Brigham Young's grounds. All are surrounded by a high stone wall. Within the enclosure are all the offices with their various occupants pertaining to church government. Large and costly buildings have been erected for their accommodation. Also within the enclosure are shops, mills and manufacturing establishments of various kinds which make one think he is in a busy New England city. The buzz of machinery is heard on every side. The portion devoted to the education of his family is most beautifully laid out and ornaments.

I organized my party with the following outfit: One four-mule and two two-mule teams, with tents, camp equipage, tools and instruments for the survey. All told, teamsters, cook, engineering party, we are seventeen. The big dog makes eighteen. He is quite useful as camp guard to give notice of the vicinity of wolves or other animals.

I commenced the survey forty miles north of the city of the saints at a point where the Weber river enters the Valley of Great Salt Lake from the mountains, and run up the Weber river through the canyon. The scenery is magnificent, mountains composed of granite and gneiss towering four to five thousand feet almost perpendicular above us. The deep narrow gorge in which the river runs is only about 300 or 400 feet wide and is the wildest place you can imagine."

"Everything here is expensive, flour \$14.00 per 100#; bacon 60¢ per pound; potatoes 4.00 per bushel; oats \$4.00 per bu. and everything in proportion. Coffee \$1.25 per lb; Sugar \$1.00 per pound."

1864.
After gaining camp on July 3rd, he wrote:

"One day last week there was a band of Indians, the first we have seen, camped near us. They were of the Utah and were going north to meet the Shakes to trade with them. The chief Sandpitz and his squaw took breakfast with us and I gave him a little flour and bacon to distribute among his band. He talks some English and was well pleased with his reception and treatment. I have heard from him since and he says that we can go any where in his country with perfect security.

When they first came into camp, the first question asked was, who we were and what we were doing. We told him we were from Salt Lake and looking out routes for a road. He then asked if we were working for Brigham Young and when satisfied that we were, all was right with them. All the Indians in this country fear and respect the head of the church in Utah."

On July 24th¹⁸⁶⁴ from Ham's Fork, Idaho Territory, he says:

"I have been to Salt Lake City, stayed their two days. The reason of my going was on account of dissatisfaction among the men about wages. They had all been talking of leaving the work for some time and I agreed with them to remain until we could get to Muddy which empties into Green river-which would be over the most difficult part of the work, and I would go in and see the President. The result was that he wrote as I expected he would, a severe letter to the boys bidding them complete all the work I have for them to do before showing themselves in Salt Lake City, since which I have not heard a word about pay.

I would give more for a good gang of men from Illinois than twice the number from here to do work with. They all treat me with respect, but can't be hurried beyond their natural gait, which is not the swiftest in the world when at work, but full of fun and mischief, constantly playing jokes on each other when not at work, one of which happened a few days ago.

A green Englishman, one of the night guard, discovered, high up on the top of the mountain what he thought was a mountain sheep, which was at least 4000 feet high and one mile distant. He came running at a break-neck pace to camp for a gun to shoot the sheep. The boys immediately discovered the sheep to be a rock, which, no doubt, would measure tons. The Englishman shot several times and the boys declared that the first shot killed the sheep. The poor Johnny Bull started as fast as he could run and scrambled up the steep mountain for his prize and discovered how badly he had been sold, and came back crest-fallen as need be, the poor fellow has not heard the last of it and will not until the end of the company.

The difference in the price of gold and currency in Salt Lake was, at that time \$5 in gold and from \$10 to \$12 in currency and one half bushel of potatoes, for which he paid \$3.00 and one dozen small onions cost fifty cents."

After reaching Green River, he returned to Salt Lake and on Wednesday, August 17th, ¹⁸⁶⁴ he says:

"The Indians have stolen all the stage stock west of Ft. Kearney to Julesburg which interrupts mail communications and all letters will be sent via California until stage communication is resumed and perhaps I may go home that way.

My tent is pitched in President Young's yard, which I have a nightly guard of fifty men in my immediate vicinity to keep off all outsiders."

On his return in December 24, 1864, he made the following report of his summer's work:

Joliett, Ill. Dec. 24, 1864.

Sir:- According to instructions, dated March 7th, 1864, I have the pleasure of submitting the following report of my explorations and surveys in the Mountains east in the vicinity of Great Salt Lake City.

On reporting in Omaha, Nebraska, the 2nd day of April 1st, I found the arrangements were not made for me to leave immediately for Salt Lake City.

While in Omaha, information was received that the 1st Asst. assigned to my party declined the appointment- Mr. A. J. Mathewson was transferred to fill the vacancy.

Arrangements for our journey being completed, we left Omaha, April 30th, via Western Stage Company's line, for Atchison, Kansas where we were delayed until the 7th of May before we could secure our seats in the Overland stage for Great Salt Lake City.

I was informed that Governor Brigham Young would furnish all my men with teams and supplies for the survey.

When I arrived in Great Salt Lake City, he was absent on a tour to Bear Lake Valley, in the northern part of the territory

His absence caused a few days delay, however, arrangements were soon made and we commenced field work the first day of June last.

Great Salt Lake City to the mouth of Weber Canon.

The point of commencement is in the northwest part of the city, near Jordan River, which is connected by courses and distances with the monument at the southeast corner of Temple Block, in north latitude 40° 15' 44" west longitude 112 16, 18. The altitude of the beginning of the line, as shown on the profile is 4,285.3 feet above the sea.

From the point of commencement the line runs near the base of the mountains, in a northerly direction, past Warm and Hot Springs, and in the vicinity of Great Salt Lake, to the mouth of Weber Canon, a distance of 36 1/2 miles.

By referring to the map and profile, you will observe, that five or six miles of this distance can be saved by making a short tunnel through the low hills near the base of the mountains.

Careful surveys and estimates will determine between the line run and the one suggested. The amount of excavation and bridging on this portion of the line is light, easy grades and alignment good.

The altitude at the mouth of the Weber Canon is 4,655.5. above the sea.

Weber Canon.

On arriving at the mouth of this canon, we found it to be very narrow. The general course is direct. The sides of the canon slope back to an angle which will admit the road bed being made on the slope when necessary.

The river at the mouth of the canon is 120 feet wide, and from four to six feet deep, being swollen at the time of the survey by melting of snow on the mountains. It has a strong, powerful current over the bed of water worn stones, and fallen rocks of immense size. There is one obstacle to be overcome in this narrow gorge, known as the Devil's Gate. A heavy point projects from the south into the valley. This deflects the river 600 feet north of its general direction. The water rushes around this bend with tremendous force, where it is impossible to build the road on account of the short crooks, and the rapid fall in the river.

To overcome this obstruction, 1 1/2 miles of maximum grade (116 feet per mile) will be required. The line below the Gate winds along the side of the canon, crossing ravines and projecting points of rock. From the Gate to the head of the gorge no heavy work is encountered.

The excavation through the canon will be loose or solid rock. Granite and gneiss predominate.

At the upper end of the gorge 40 1/2 miles ~~of~~ ~~xx~~ from Great Salt Lake City, the mountains recede to the right and left, leaving a valley from one-half to three miles wide, and 15 1/3 miles in length. Here the grading and bridging will not be expensive. Easy grades and curves of long radius are obtained. There is rock for masonry at convenient distances on either side of the valley. A limited supply of timber can be obtained in the canons for cross ties and bridge purposes. The place from which a supply of timber for railroad purposes through the mountains can be procured, will hereafter be described.

From the upper end of this valley, the mountains close in upon the river, forming a narrow crooked canon six miles long. The river winds from side to side of the narrow gorge, making frequent crosses necessary. The excavation and bridging will be expensive. About one-half the excavation will be rock. Black limestone, carboniferous sandrock, and clay slate are the prevailing rocks.

Two short tunnels will be required, one at station 1,043, four hundred feet long, and one at station 1,085, four hundred feet long. The high point crossed by the line at station 1,053 to 1,072 can be avoided by the located line. See map and profile. In this canon there is one mile that is very narrow.

The "debris" on both sides of the river, sloped to the water's edge. During storms of rain, or sudden melting of snow, great quantities of loose rock slide down the side of the mountain into the river.

Expensive retaining walls will be necessary to protect the road-bed. From this place to the mouth of Echo Canon (5 1/2 miles) the valley is wide and of a very uniform surface. Stone, for what few bridges are required, can be obtained at convenient distances on both sides of the river.

Mineral coal was seen in place, in the Weber Valley, two miles below the mouth of Echo Creek. The dip of the rock indicates that if coal is found north of this place, it will be below the bed of Weber River.

The altitude of Weber Valley at the mouth of Echo Canon, is 5,535 above the sea. The average grade from the Devil's Gate, 29 1/2 miles, is 22 96/100 feet per mile. The grade is somewhat undulating, but generally very uniform, as a reference to profile will show.

From the mouth of Weber Canon to this place there will be sixteen bridges over Weber River. Some tributary streams and numerous irrigating ditches will have to be crossed.

I will remark here, that the profile of the line from Great Salt Lake City through the Wasatch Mountains via Weber Valley to this place, 78.3 miles, is much more favorable than I expected to find.

From the mouth of Echo Canon to the east branch of Sulphur Creek two lines were run- one via Echo Creek, crossing the divide between Weber and Bear Rivers, at the head of Echo; thence down a tributary of Bear River to the same, up Bear River to the mouth of Sulphur Creek and up Sulphur to the east branch of the same stream. This line will hereafter be more fully described. The other line continues up the valley of the Weber over 75 miles, without encountering any heavy work

to the mouth of Chalk, or White Clay Creek. From information received from various sources before leaving Omaha, and after arriving in Utah, I was led to believe that this valley would prove to be the most favorable, if not the only practical route over the high divide between Weber and Bear Rivers. It was therefore, with great anxiety that we worked our way up the valley of this stream to the summit.

The first two miles up Chalk Creek Valley is through well cultivated farms. Then the valley narrows to a canon one mile in length, only wide enough for the bed of the stream and quite crooked. The rock y points from opposite sides of the creek projecting past each other will cause heavy rock excavation. From here the valley opens, and for a distance of 18 miles the excavation and embankment will be comparatively light.

The average ascending grade from the mouth of the creek to this place is 64.12 feet per mile, almost three times as much as the average in the Weber Valley above the Devil's Gate.

The approach to the summit is made with 5 3/4 miles of maximum grade. The excavation and embankment will be expensive. At the summit a tunnel, 2,700 feet in length, will be required, through carboniferous sand rock, with expensive approaches at each eng. The altitude is 7,834 feet above the sea. This is the highest point reached in the survey. In the mountains, to the south, there is a large tract of fine timber, suitable for railroad purposes, accessible to from this point. From the summit of Bear River the country is very much cut up by various small tributaries of Yellow Creek. It is necessary to cross the drainage with the line. This makes a heavy work, as will be seen on the profile.

While exploring the country at the head of Chalk Creek, I became satisfied that it was impossible to cross the divide between Weber and Bear Rivers, south of Chalk Creek, on account of the near approach to the Uinta Mountains. Subsequent explorations fully confirmed this opinion.

From Bear River, which is 150 feet wide and one foot deep at low water, to the east branch of Sulphur Creek 11.74 miles, the grading and bridging is light, alignment good, and timber convenient.

As two lines were run to this place, I will return and describe some of the distinguishing features of the Echo Canon Line.

Echo Canon is a deep gorge worn in the soft sand rock, 100 to 1,000 feet wide, and 23 1/2 miles long. Bold escarpments rise almost vertical from five to eight hundred feet high, and extend on the north side from Weber Valley twenty miles up the canon, or nearly to Cache Cave on the south side of the hills recede at an angle of 45°.

From Cache Cave to the summit the hills are more rounded, and slope back at a greater angle, numerous short tributaries come in on both sides, cutting the country into a succession of deep ravines and sharp ridges.

From the point where we leave the Weber Valley line, up the canon to Cache Cave, 21 1/2 miles, the work is light, material good, and grades not as objectionable as in Chalk Creek Valley. The alignment is much better than the same distance up the valley of Chalk Creek. The summit is reached with 3.22 miles of maximum grade, where a tunnel will have to be made 4,000 feet through soft sand rock. The altitude of this summit is 6,879 feet above the sea. The average ascent per mile from the mouth of the canon to the foot of the maximum grade, near Cache Cave, 21.60 miles, is 33.90 feet. From the summit, the line was run down the valley of a small tributary of Bear River, to the same; thence up Bear River Valley and the Valley of Sulphur Creek to its connection with the Chalk Creek line 24.45 miles or 49.20 miles from the mouth of Echo Canon. The work on this last part of the line will be light. Rock for masonry convenient, and the alignment good.

By referring to the map and profile the relative merits of these two lines will be apparent. The altitude of the summit on echo canon line is 955 feet below the summit on Chalk Creek line. The total ascending and descending grades 1,0202 feet in favor of Echo line. The alignment, excavation and embankment is also largely in favor of this line.

Coal was seen on the Echo line in Bear River Valley, which it is believed will prove good for locomotive fuel. The advantages of the Chalk Creek line are its proximity to large bodies of timber; its convenience to coal mines that are being worked in Chalk Creek Valley which is 1,300 feet in favor of Chalk Creek line.

East branch of Sulphur Creek to Green River.

From this place to the summit, between the waters of the Great Salt Lake Basin and the Gulf of California, the line follows up a small tributary of Sulphur Creek, two miles; thence over a low divide into the valley of Quakingasp Creek- an affluent of Bear River, and up that to its source on the divide, 124.87 miles from Great Salt Lake City. From the summit we reached the Valley of Muddy, an affluent of Black's Fork, in 7.10 miles; 2.4 miles of this is maximum grade. The altitude of the summit is 7,579 feet above tide.

The line was run down the Valley of Muddy nearly to its junction with Black's Fork; thence over the divide, between Black's Fork and Green River, to that stream, which is 200.32 miles from Great Salt Lake City. From the rim of Great Salt Lake Basin, to Green River, the work is generally light, and the material good. Very little rock excavation will be encountered on this portion of the line. Immediately after crossing the summit there is a marked change in the topography of the country. Instead of the disturbed and upheaved rocks which characterize the region of the Great Salt Lake Basin, flat tables or terraces of horizontal strata now form the distinguishing features of the country; sometimes standing alone, like islands, in barren plains, or forming bold escarpments along the streams. The hills are fast wearing away under the influence of wind and rain. In Green River Valley, I made thorough exploration to the mouth of Bitter Creek, a distance of twenty miles. The valley is narrow, with bold escarpments on both sides of the rivers, rising in many places hundreds of feet, almost vertical from the water's edge.

To follow down the valley of Green River to Bitter Creek will require sixteen bridges over the river; otherwise the work would be light. This involved an expense which I was anxious to avoid, if possible.

The only way that seemed practicable, was to cross the high table land between Green River and the north branch of Bitter Creek. I traversed this country, but not as thoroughly as I wanted to do, on account of the hostility of the Indians, who were committing depredation on the whites in that vicinity while we were there. I recommend that a more thorough exploration be made from Green River to Bitter Creek before a final location is made.

From Green River to the north branch of Bitter Creek the grading will be expensive. Some rock excavation will be encountered, as shown on the profile. This is over a desert country. No fresh water was found, and but very little grass for animals. From the place where we descend to the valley of the north Branch of Bitter Creek to Rock Springs, the point of connection with Mr. Evan's line, the grading and bridging is light.

It will be seen by examination of the profile that to follow this line over the high table land the altitude to be overcome is very much increased. From Great Salt Lake City, via, Echo Canon line, to our connection with Mr. Evan's line in Bitter Creek, Valley, is 233.46 miles. The altitude at this point is 6,315 feet above the sea.

It will be observed that the profile shows a great preponderance of light work; there is a portion that is very heavy, but I think the work will compare favorably with the Baltimore and Ohio or Pennsylvania Central railroads.

Timpanagos Valley Line.

This second line through the Wasatch mountains was connected at a point in the Weber Valley line, near the mouth of Chalk Creek, and continued up the valley of Weber River, to and across Kamas Prairie, 26.3 miles, to the Timpanagos Valley. The work over this portion of the line will be very light, grades easy and alignment good. Stone, for all the bridge structures required, convenient and abundant. In order to conform as near as practicable to instructions, I made an extended reconnaissance of the valley of Weber river to its source, to satisfy myself beyond a doubt about the practicability of a line crossing the divide between Weber and Bear Rivers south of Chalk Creek.

My route was up the narrow valley of Weber River, in a northeasterly direction, 20 miles from Kamas Prairie, where the river is doubled back upon itself, and heads five miles east of Kamas Prairie. The high mountain range which forms the divide, is from 1500 feet in the lowest pass, to 4000 feet above Weber River. The summit appears to be not more than two miles from the river and is like a continuous solid wall. The water-shed to the river is narrow and steep. The altitude of the lowest point on this divide is 9,162 feet above tide. I crossed over the divide to the west branch of Bear River, and followed up that stream in a southwesterly direction, fifteen miles, to its source. From a high point, the sides of which were covered with snow, I could trace the valleys of the various rivers that take their rise in the Uinta mountains. On my return, I followed the crest of this divide a distance of twenty miles, to the place where I crossed it on my outward trip. I am satisfied there is no possibility of getting a line over this divide without a tunnel at least three miles long, and at a much greater altitude than on the Chalk Creek line.

In the mountains I saw an abundance of white and Norway pine limber, suitable for railroad purposes. That growing on the Bear River slope is of easy access, and can be rafted down the river to the line.

On my return, we continued the line down the valley of Timpanogos River to the valley of Utah Lake. Heavy work and 2.27 miles of maximum grade is encountered to get from Kamas Prairie down to the valley of the stream, 8.61 miles, the valley is narrow, and the grading and bridging will be expensive. From thence, across Round Prairie, 11 miles, good grades, easy curves, and light work, are obtained. From the west of Round Prairie, to the mouth of the canon in Utah Lake Valley, 11.36 miles, the most difficult part of this line is encountered. The canon is narrow, and, unlike Weber, is very crooked. The points, from opposite sides of the river, project past each other, making frequent crossings of the river necessary, and a constant succession of heavy rock excavations unavoidable.

The prevailing rocks are granite, lime and sand. No indications of coal were seen in this valley.

Thirty-four bridges will be required across the Timpanogos River.

The grade from the mouth of the canon to the foot of the maximum grade near Kamas Prairie, 31 miles averages 47 feet per mile. From the point where the Timpanogos River enters Utah Lake Valley, there is a wide table land or terrace extending from the mountains to the lake. We ascended from the Timpanogos Valley to this terrace, and run in a northwesterly direction through the thriving towns of Battle Creek, American Ford, and Lehi; crossed the Jordan River at the narrows; from thence over the extensive stock range on the west which is 12 miles west of Great Salt Lake City. From thence westerly between the base of the West Mountains, and the Great Salt Lake to the end of our line in Tuilla Valley, 106 miles from the Weber Valley line, near the mouth of Chalk Creek. An examination of the profile will show the work in Utah Lake Valley, and the valley of Great Salt Lake, with the exception of crossing the Jordan River, to be light. The grades and alignments are unobjectionable.

Explorations.

During the summer, and after the above surveys were completed, I made extensive explorations of the Wasatch, Uinta and Bear River Mountains. The Wasatch range was crossed at every place where there seemed to be a possibility of finding a line through the mountains between Timpanogos and Weber Rivers.

Between Weber and Bear rivers, I traversed the summit of the mountains from the head waters of the Timpanogos River, in the Uintas north to the source of Lost Creek (known on Stanbury's map as Pumbar Creek). Echo Canon line crosses this divide in the lowest place on the range.

Between Bear River and Muddy, I followed the rim of the Great Salt Lake Basin, from the head of Sulphur Creek, in the Uinta Mountains, to the head waters of Ham's Fork, crossing with my line at the lowest place on this summit, which divides the waters of Great Salt Lake Basin from those of the Gulf of California.

From this exploration, I am satisfied that I have shown the best line that can be found through the Wasatch range, north of the Uintas, unless a line should be run down the valley of Bear River. This, if practicable, will increase the distance to Salt Lake Valley about 80 miles.

You will observe that I have confined myself to the maximum grade. When I could not overcome the various difficult summits that I encountered, I abandoned the survey and sought a new line.

Timber and fuel.

This is an important subject, and it was with great interest that I observed the various places from which a partial supply of timber can be obtained. Before exploring the Uinta Mountains, I looked upon the scarcity of timber as the most serious obstacle to be overcome in building the road through the mountains.

On the head waters of Bear River, contiguous to the various tributaries of the stream, there are large tracts of white and Norway pine, suitable for railroad purposes, that can be rafted down the river to the line.

I was informed by Mr. Granger who lives on Ham's Fork, that there is a large tract of pine timber on Green River, 40 miles north of the crossing of that stream. If this information is correct, of which I have no doubt, cross-ties can be obtained from there, and rafted down the river to the line, to build the road between Green and Bear Rivers. In the Wasatch Mountains a limited number of cross-ties and some bridge timber can be obtained. Coal is abundant on Bitter Creek, Ham's Fork, Sulphur Creek, Chalk Creek, Weber and Bear Rivers. Indications of coal were seen on the Muddy, Yellow Creek and in Echo Canon.

There are petroleum springs in the valley of Sulphur Creek, and in Pioneer Canon, about three miles north of the place where the line crosses the divide between Bear River and Muddy.

We closed our work and started for Omaha on the 28th day of October. We encountered severe storms in the mountains and on the plains, which prevented our reaching Omaha until the 18th day of November.

In conclusion, I wish to acknowledge my obligation to Governor Brigham Young for the courtesy and gentlemanly treatment I received from him. To his cheerful and prompt compliance with all my requisitions for men, means of transportation and substance, the company are in a great measure indebted for my success.

To Mr. Granger, for supplies loaned us, and for his valuable assistance in exploring the country in the vicinity of Black's Fork and Green River without charge.

To Mr. A. J. Mathewson, F. J. Paris, J. F. Smith, Assistants and all other members of the party, I am obliged to for valuable assistance rendered during the survey.

All of which is respectfully submitted."

1865 James A.

On August 31st, Mr. Evans wrote Mr. D. H. Ainsworth in regard to his success of surveying over the Black Hills as follows:

"I think I can safely say that all the available crossings of the Black Hills have been examined, we shall be able to give profile of the District lines, viz; the one of last year starting from Camp Walbach and following the Lodge-pole Creek. This year another from Camp Walbach via head of Crow Creek and one from Laporte by tributaries of the Cach la Ppudre.

My arrangements for the future are as follows; on my return to Laporte I left Brown in charge of party with instructions to run from there to Fort Kearney (on the South side of Platte River, crossing that Stream below Latham. I think that doing so and crossing the main Platte at or near Shinn's ferry must be preferable to crossing the Loup Fork at Columbus and the North Fork of the Platte at its mouth, it will give us no more, if as much bridging, and will do away with the necessity of southern connectiong crossing the Platte at all) from which points having Case, Duttons and then others with me, I want to organize a party to run a line intersecting your surveys from Omaha at some convenient point below Columbus. You will understand from this why I telegraphed you from Denver to send train and men to Kearney.

My instructions contemplated my going to the South Pass. The Indians have complete possession of that country, and with the means at my command, there is no time to make a survey."

Mr. James Evans moved West to the foot of Cheyenne Pass over the Black Hills and commencing at Camp Walbach in the Valley of Lodge Pole Creek, a tributary of the South Platte, he ran a line over the Cheyenne Pass, down the Western slope of the Black Hills, past a tributary of the Laramie and North Platte River and passed ~~the Northward to the~~ main range of the Medicine Bow Mountains, to a point on the divide known as Bridger's Pass and thence along the Valley of Muddy Creek to Bitter Creek, which he followed to the inter-section of Green River.

On January 3rd, 1865, Mr. James A. Evans made report as follows:

"On reaching the base of this chain of mountains, after a reconnaissance of the country in the vicinity of old Camp Walbach, I fixed the starting point of my survey directly south of the ruins, at a point distant 12,00 feet, and on the opposite side of Lodge Pole Creek. The line follows that tributary of the South Platte to its source at the summit of the range, overcoming, in a distance of 14.11 miles, an elevation of 1,612 feet, giving an average grade of 114.25 per mile. It was found necessary to undulate this grade, not, however, to an extent seriously to interfere with any traffic this part of the road may be called upon to do.

The accompanying map and profile will show the direction and arrangement of grades.

A sufficient supply of timber (yellow pine and spruce pine) can be obtained in this mountain chain, and contiguous to the line, to supply all the wants of construction, besides furnishing a large surplus for the line to the eastward, and for fuel.

The character of the material in excavation is indicated on the profile; specimens have been furnished. On the eastern slope it will prove to be granite, of different degrees of hardness, and coarseness; on the western slope, sandstone exclusively. A tunnel of 1,500 feet long is found necessary at the summit.

The gradient used from the summit of this range to the Laramie Plains is 2.5 per 100 feet, 132 feet per mile. A lighter grade cannot be used over this ground without a large sacrifice of profile and direction. A reference to the accompanying profile will show this grade to be continuous for 7.17 miles. Should this, or any other line crossing the Black Hills be the one finally adopted, additional or extra power will be required to make the ascent; knowing this to be the case, and knowing too, that any attempt to use a lighter gradient over the ground would result in giving a very expensive line, I came to the conclusion that a sufficient saving in grades could not be made to compensate for the additional material it would be necessary to move.

Efforts were subsequently made by me and the party under my charge, to obtain a more favorable crossing of this range of mountains, but without success, the details of which will be submitted in their proper place.

By reference to the profile, it will be seen that on the western slope of the Black Hills, depression amounting to 1,080 feet is overcome by means of a gradient of 2.5 per 100 feet. To reduce this to our maximum grade would require additional distance as follows:

43,200 feet at 2.5 per station---1,080 feet.
49,091 " " 2.2 " " ---1,080 feet.

5,891 " additional distance required.

By using a 2.2 grade, 116 feet per mile from the mouth of the tunnel, say station 780 to station 881, there inserting a switch, and running back half the distance or 2,945 1/2 feet, then switching again, we would be placed 99 feet lower at station 881 than we are now, and could reach the foot of the slope from that point with a grade of 116 feet per mile, striking the table at the point as we do now, which I consider important.

My reason for fixing upon station 881 as a point from which to switch back, is, that the requisite distance can be obtained there on a smoother slope, less cut up by ravines than elsewhere.

Laramie Plains.

Soon after leaving the ^{Wet} base of the Black Hills, our line crosses the main fork of the Laramie River.

From thence to the Rattlesnake Pass, at a point where the Medicien Bow range of mountains drop off into low ranges of hills of comparatively slight elevation, our line crosses the draingge of that mountain chain, and of the plains at nearly right angles. Some bridging will be necessary on this part of the route. For amount see item of "Bridging". The principal streams crossed are--

Main Fork of Laramie River.

Right Hand fork of Laramie River.

Cooper's Creek.

Rock or Frappe's Creek.

Medicine Bow River.

The amount of grading necessary for the distance is light, the alignment excellent, the material good.

The Medicine Bow Mountains, distant from our crossing of the Laramie River 16 miles, are in good part covered with timber suitable for all kinds of construction. As our line proceeds westerly, we gradually approach them, at Cooper's Creek, we are distant but 2 1/2 miles; from thence we run nearly parallel with the range until we flank or turn it by the Rattlesnake Pass.

The large amount of timber found here renders easy the solution of a problem that would otherwise be extremely difficult to solve, viz. the supply of timber for that part of the line west of the North Platte River, a country desert in character, destitute of vegetation, and impossible to avoid by any line following the valley of the Platte. This consideration alone should, and doubtless will, have great weight in the comparison of routes--when we consider, further, that the timber of this region is indispensable for the purpose of developing and making available the coal of Bitter Creek, too much importance cannot be attached to its fortunate proximity to the line.

Distance from the main fork of Laramie to the head of Rattlesnake Pass, 69 1/2 miles. The only difficult point for that distance is the dividing ridge between Rock Creek and the Medicine Bow River.

Should it be considered desirable to lessen the gradients and obtain a smoother profile, by a sacrifice of distance at that point, a detour of four or five miles to the northward will accomplish it, as indicated by the dotted line on the map.

The fixed points on this section of line are, in my opinion, Station 1,520 near the crossing of the main Laramie--the crossing of the Medicine Bow River--the head of Rattlesnake Pass.

Should explorations already or hereafter to be made, demonstrate the practicability of a line via the South Fork of the Platte and the Cacha la Poudre Creek, the first point mentioned above would have to be made for the purpose of avoiding the broken ground at the base of the Medicine Bow range of mountains.

Our descent from the head of Rattlesnake Pass is made by a gradient of 116 feet per mile for five miles nearly.

This Rattlesnake Pass is a marked despression in the spurs forming the termination of the Medicine Bow Range, which here loses the distinctive character of a mountain chain, dropping off into ridges of slight elevation, stretching far to the northward, and forming the eastern boundary of the

Valley of the North Platte.

The line here offers nothing remarkable, aside from the crossing of the North Plattee River, which proves to be extremely favorable being rectangular, and affording reliable foundations for piers and abutements. The amount of bridging required is 600 feet. It will be

seen that our line makes considerable southing to reach this point. A short distance below our crossing the river enters a canon extremely crooked, bounded by perpendicular escarpments of sandstone rock, which feature it continues to have so far as the mouth of Pass Creek, some fifteen miles below.

Any line via Bridger's Pass will, from necessity, make this crossing of the river a fixed point, there is no means of avoiding it; hence, I look upon the favorable character of the crossing as fortunate.

After passing the Rattlesnake Pass, the country changes sensibly--everything indicating the approach to a barren region. The abundant pasturage of the Laramie Plains being here replaced by a stunted growth of sage brush. Grass is only found on the water courses, the more elevated points being almost entirely destitute of vegetation. This feature of extreme barrenness increases in intensity until the western terminus of the division is reached at Green River.

The topography of the valley of the North Platte River immediately bordering on the stream, and in the vicinity of our line, has been already referred to. The perpendicular walls of sandstone commence a very short distance below our crossing on the eastern or right bank. On the western side, the slopes are gentle for nearly four miles, from thence the vertical rock borders closely both sides of the river, continuing, as stated before, to the mouth of Pass Creek.

After crossing this river, our line continues down it to nearly the commencement of the canon. We then leave the valley, and by easy grades reach Sage Creek, striking the latter stream about two miles above its mouth.

No information can be given in a report of this part of the line other than what may be conveyed by the accompanying map and profile. The grades are light, the amount of excavation necessary small; building stone for what light structures may be needed, abundant.

Thirty-one and one half miles from the crossing of the North Platte River, brings our line to the summit of

Bridger's Pass.

Although this is a point of some geographical importance, as forming the water-shed of two oceans, nothing formidable is encountered either in approaching or leaving it. The maximum grade on the eastern side is 2.05 per 100 feet. On the western, 2.18 per 100, and only for short distances.

The approaches to this and the Rattlesnake Pass are the points where the greatest obstructions from snow may be looked for. The location of the line in the vicinity of both has been made with reference to such contingency. In every instance where the nature of the ground admitted without sacrificing profile, the line has been thrown to the right, by that means placing valleys and depressions between it and the prevailing northwesterly winds.

Soon after crossing the divide or head of Bridger's Pass, we reach a branch of Muddy Creek, down which our line runs to its junction with the main stream, which we follow a distance of fifteen miles to a point where it bends strongly to the southward to form its junction with Little Snake River, of which it is a tributary.

The valley of Muddy Creek, as far as followed by our line, is extremely narrow, having but little flat or bottom land on its margin--much of the distance being what is termed in the phraseology of the mountains, a canon. Our line, in consequence, comes in frequent contact with the stream, and several changes of channel will be necessary.

By a judicious arrangement of grades, the work is rendered light in character. Where changes of channel are necessary, the embankment will require protection on the exposed side, by a lining of loose rock (rip-rap), the material for which purpose is convenient, abundant, and easily quarried. This stream (Muddy Creek, it may be stated, is comparatively small and insignificant--in June last it was nearly dry. During the melting of the snow its section is much increased.

From what observation I was able to make, I estimate its floored section to be 180 square feet.

After leaving the elbow of Muddy Creek, the line passes over a country of long, flat slopes, crossing Bridger's Fork of Muddy. By means of a tributary and easy grades, we reach the broad table-land at the head of

Bitter Creek.

The distance from the broad dividing ridge at the head of this stream to its junction with Green River, is 79 miles by our line, which keeps the valley for the entire distance with one exception, where we cut off a bend the stream makes to the northward, saving a distance of four miles at a very slight sacrifice of grade and profile.

The extreme scarcity of herbage for our stock made it necessary to push over this part of the line with great rapidity. Extraordinary exertions were made by the party to reach Green River at the earliest possible time compatible with the interests of the survey. When I state that runs of 12 miles per day were made over this portion of the line, engineers will understand the anxiety manifested by those engaged in the work. The favorable nature of the surface (affording no choice of ground but that could be readily detected by the eye) enabled us to reach our terminus at Green River, in nine working days from the time we first touched the drainage of Bitter Creek. The profile shows very light work until we approach to within six miles of Green River. It seems to be a characteristic feature of this region that streams form their intersection by means of narrow gorges, Bitter Creek is no exception; the last six miles of its course is through a crooked canon, the sides of which are composed of friable sandstone and shale.

Having understood that Mr. Reed, in charge of the party west of Green River, made his connection near Rock Springs, some 18 miles above the mouth of Bitter Creek, it does not seem necessary to be minute in description of that part of the line.

Timber--Fuel--Coal.

From what has been already said in the first part of this report in reference to the supply of timber for the line east of the Black Hills, viz: the valley of Lodge-Pole Creek and the South Platte it is evident that the surplus in the Black Hills and along the Medicine Bow Mountains, will have to be made available to supply the almost entire want of so important an item of construction on that part of the route. From Julesburg, on the South Platte, to Camp Walbach, at the foot of the mountains is 175 miles. This distance will require 394,000 cross-ties alone. As the building of the road will probably be from east to west, this material will have to be furnished in advance of construction, by teams.

The superior direction, and consequent saving of distance from the Missouri River to Salt Lake City, via Lodge-Pole Creek, Cheyenne Pass, Fort Halleck, and Bitter Creek, over the much longer road, via the North Fork of the Platte, and the South Pass, is fast diverting the travel to the former.

During the past season a large proportion of the emigration has travelled it in preference to the latter and older route. It is believed the Lodge Pole road will continue to grow in favor. By establishing proper and convenient places of deposit for ties along the Lodge Pole Creek, much, and perhaps all this hauling could be done by empty return trains from Salt Lake. The mode of supplying the desert country on this division west of Rattlesnake Pass with fuel (wood, ties, timber for bridges, &c, is obvious.

Coal.

The first indication of this mineral in place on the line occurs on Rock or Frappe's Creek, in Latitude $41^{\circ} 43'$.

On the other side of the divide, near the Medicine Bow River, at station 3640 of our line, a seam of coal can be seen two feet thick dipping southeast, at an angle of 20 degrees. The coal is inferior in quality, being extremely dry and brittle.

East of Fort Halleck, coal is again found, probably of the same formation. At both of the places mentioned, some mining has been done, the coal from each having been used for blacksmith purposes with success. As to the extent of the deposit east of the North Platte River, the undersigned has no means of basing an intelligent opinion. It may be stated, however, that the places mentioned are not the only ones where coal is found east and north of the Medicine Bow Mountains. The next coal found is near Sulphur Springs stage station of the Overland Stage Co., on Muddy Creek, 14 miles west of the summit of Bridger's Pass. This opening has been worked systematically, and is carried in a distance of 40 feet, with but little appreciation in the quality of the coal, it being like that found to the eastward, brittle and imperfectly mineralized. The station of the Overland

Stage Company, at Sulphur Springs, is the headquarters of one of the divisions of their line; their blacksmith and repair shops are here. The object in making the coal opening, of which a section is given on the other side, was to save the hauling of coal from Bitter Creek, whence they procure their supply.

At the shop, I found some good specimens from that locality. I afterwards visited the opening from which they were obtained, and a specimen is now in your possession; an analysis of it will probably be made. At Black Buttes, 30 miles from the summit of Bitter Creek, and on our line, where this coal occurs, several seams have been opened, one 5 feet and one 3 1/2 feet of clean coal. Frequent propping is required, in consequence of the broken, fragmentary nature of the roof. This is the hardest and best quality of coal found on the line. It may be stated that these are merely surface openings--the other seams may occur at a greater depth; if so, they will be found of superior quality, having a better roof. Some expenditure in sinking shafts will probably be necessary to determine fully the extent and value of this coal basin. As far as my examination and observation went, from this point (Black Buttes) to near Green River, the coal crops out of the bluffs frequently, and seems abundant.

Our journey to the Laramie Canon was by way of Camp Walbach and the Valley of the Chugwater to near its mouth, where we crossed a low divide between it and the Laramie River; thence up the latter to near the mouth of Sibylle's Fork, where we established a camp, intending to devote some time to an exploration of the hills in that vicinity, the Canon of the Laramie and the Valley of Sibylle's Fork. On producing a line 25 miles up the latter, we found it did not penetrate the range with anything like a distinct valley, besides carrying us far to the southward.

I approached this part of my labor in the mountains with no little interest and solicitude. As our main line progressed across the North Platte River, over Bridger's Pass, and over the country of between Muddy Creek and Bitter Creek, a sufficient knowledge of the country north was obtained to show the feasibility of a line, striking the Medicine Bow River at its elbow, the North Platte below the mouth of Pass Creek, then north of Bridger's Pass, and by means of some one of the valleys leading into Bitter Creek from the northwest forming a junction with our line in the valley of that stream.

The Laramie Canon seemed to be the key to this route.

It will be understood, then, that the importance of this gorge was not underestimated by me--no information could be obtained as to its character, even from mountain men, supposed to be familiar with all the nooks and gorges of a country in which they had spent the whole of their manhood, and no small portion of their declining years. While camped within a mile of its terrible chasm, projecting points obscured it so entirely from view, that had it not been for the river rushing by our tents and the previous knowledge of its existence, it might have been passed unnoticed.

Taking with me Messrs. Dutton, Sladden, O'Neil and Booze, of the party, I started from camp 74 on the morning of August 30, with the intention of tracing the river through the gorge. It is unnecessary to detail the difficulties we encountered in proceeding up it on merely a prospecting tour.

The river has evidently cut its way through the range, composed principally of granite and gneiss; its channel is extremely crooked, hemmed in closely by (for the greater part of the distance) vertical walls of rock, ranging in height from 500 to 1,500 feet--what room there is is occupied solely and exclusively by the bed of the torrent. Where it cuts through the cone of the range it forms a succession of rapids for miles, descending, it is estimated from 3 to 5 feet in 100; these rapids would form a great obstacle, where the sides of the gorge otherwise favorable and the curvature such as could be overcome. From the necessity of keeping close to the water (as where the walls are not vertical, the talus, at the foot is insignificant, and by no means continuous) it will be seen that the grade would have to undulate with the descent of the stream, and no advantage could be taken of distance to overcome extraordinary elevation at any one point. In overcoming a distance of 12 miles in a direct line, this river must run through 22 miles at least of canon. For a portion of the distance it more than doubles itself. Two cases

were noticed, particularly where the stream is only prevented from forming a perfect ellipse, by a vertical wall of gneiss, 1,000 feet high and 700 feet through from water to water. The cases above were noticed as extraordinary, but the whole distance is a succession of short bends many of them forming greater obstacles still to the construction of a line. A succession of tunnels and bridges would be required for almost the entire distance. Taking this view of it, I did not think it necessary to run any line up it. It seemed now that we had, either by actual trial or observation examined everything within accessible distance that promised an opening.

The Indian difficulties having their origin in the spring, had increased intensely, until during the summer, the whole frontier (including the valley of the North and South Platte) was rendered insecure. At the time of my arrival at Fort Laramie, the several posts along the North Platte River, from Fort Laramie to the South Pass, were considered in danger. It is certain they were but feebly garrisoned, and incapable of offering anything like a protracted defence. This feeling of insecurity, coupled with the difficulty of procuring transportation and the consciousness of being so entirely subject to the movements of others, forced me reluctantly to the conclusion that I could not do what I desired with the requisited dispatch, if at all. I, therefore, left the post with the purpose of overtaking my party, which was done on the following day."

On April 4, 1865, preparations were made by the Railroad Company for the surveys for that year. The Consulting Engineer, Mr. Silas Seymour, had recommended that the topographical features of the country through which the line was to pass, between the Missouri River and the easterly line of the State of California, naturally suggest the division of the line, for engineering purposes, into two principal divisions, the point of division to be at the summit or dividing ridge of the Continent that the surveys and explorations upon each of these divisions should be conducted under the immediate charge and supervision of a competent division Engineer,

assigned as Division Engineer and
Mr. S. B. Reed was instructed to proceed to Salt Lake, taking with him two Assistants, Mr. Schimonsky and Mr. Bissell and to take his ~~whole~~ party or as much of it as possible and to make the reconnoissance of the country at the head of the Spanish Fork in order to ascertain if there was a feasible route from the Salt Lake Basin into the valley of one of the streams leading into the Uintah and Green Rivers and to organize locating parties for the purpose of relocating the line north of Salt Lake with a view of shortening the line to the mouth of the Weber Canon; to and and in the vicinity of Black Fork, to run a line north through the South Pass of the Rocky Mountains into the Valley of the Sweet Water. They were instructed that in the case they needed any escort, to apply to Major General G. M. Dodge, stating that Gen. Dodge would do anything he could consistently with his duties to the Government to assist in the operations that season.

Mr. James A. Evans had been assigned Division Engineer. The following named persons made up the engineers of his Division *East of the divide of the continent.*
F. M. Case, Principal Assistant Engineer.
Fred Hodges, Rodman.
P. T. Brown, 1st Assistant Engineer.
F. E. Ransom "
John O. Neile, 2d Assistant Engineer.
Samuel H. Gilson "
C. F. Dutton, Transitman.

Mr. Evans was given several assistants as he was expected to divide his party to go on different routes. It was stated to him "that his party is so formed that you will be able to make personal explorations, while Mr. Case is carrying out your directions as to the line you wish to have run." After the organization, he was to proceed to a point on the Platte River where the 100th Meridian of longitude crosses, commence a line on the most favorable route to the Cache la Poudre. He was to ascertain if a line could be obtained near the head of the Cache la Poudre into the North Park or the head ~~waters~~ of the North Platte, with a view of ascertaining, to a certainty, if a feasible pass can be found south or west of Antelope Pass through which a line can be run to connect with the head waters of the Bear or Little Snake River in Utah. He was also to ascertain whether a feasible pass could be found through the divide of the continent south of Bridger's Pass and if a practicable route could be found so as to strike the waters of the Green River south of the easterly bend, below Brown's Hole, which flanks the Uintah mountains. He was to cause such surveys to be made as may be necessary to institute a comparison between this and the more northerly route, as surveyed in 1864/ He was then to proceed to the South Pass and run a line easterly along the Valleys of the Sweet Water and North Fork of the Platte River to Fort Laramie and was to make a personal examination of the Laramie Valley and Canon, from the mouth of Laramie River to the Laramie Plains.

Mr. Reed arrived in Salt Lake on June 4, 1865. He set~~d~~ his party to work at Salt Lake locating a line towards the mouth of Weber, then went himself on horseback with a party to reconnoiter the Spanish Fork some 60 miles south of Salt Lake and tried to find a practicable route over the mountains but the mountains were very high and precipitous and totally impracticable for a railroad. He said there was no possibility of getting a line over the range north of Spanish Fork until they reached Timpagnogos, where he ran a line the season before. On June 21st, he reported on this reconnoissance as follows¹⁸⁶⁵

"I have just returned from exploring the country up Spanish Fork, and over the mountains, to the head waters of the Uintah River. On account of the decided hostility of the Indians in that part of the country, I took with me a party of thirteen men; our route was up the Spanish Fork Canon to the head of the same, about forty miles; thence, over a very low Divide, to White River, one mile; thence, up a tributary of White River, to the summit of the Wahsatch Range, five miles; thence, down a tributary of the Uintah River, ten miles; thence northwesterly, to Strawberry Canon, fifteen miles; thence up Strawberry Canon and Valley, twenty-five miles; thence, over the Wahsatch Mountains, to the head waters of Hobble Creek, and down that stream to Utah Lake Valley.

From Utah Lake Valley, a practicable line can be obtained up Spanish Fork to White River; from there to the Uintah, the mountains are very high and precipitous, the canons deep, narrow, and crooked; totally impracticable for a railroad. There is no possibility of getting a line over the range north of Spanish Fork until we reach Timpanogos, where I ran a line last season.

From information obtained from A. Huntington, Indian Agent, I think a practicable line may be found by following down White River, from the head of Spanish Fork (South) to Green River, about one hundred and forty miles (see Beckwith's map); this would increase the length of the line very materially. I did not explore that valley for two reasons: First, I did not have sufficient food and secondly, my men would not go into that country on account of the hostile Indians. While we were in the mountains east of Spanish Fork, on the 16th of June, there was a severe snow storm; after the storm, 12 o'clock M., there was ten inches of snow on the ground.

My party are now at the head of Echo Canon, trying to avoid the heavy work on last year's line at that place. I shall join them tomorrow and go to Ham's Fork, and commence the line to South Pass; after completing that, shall run a line down Green River, from my last year's line, to Bitter Creek; this will take me about two months. Please send instructions what to do next, also authority to draw for money to pay expenses."

In describing this trip in writing to Mrs. Reed he says:

The first day's ride up Spanish Fork canon, the mountains were very high and precipitous, generally the tops were covered with snow. As we were in the close canon, we suffered intensely with the oppressive heat, in sight of cold, snowy peaks above us. Our ride this day, June 13th, was 25 miles and we camped for supper and to let our horses graze on the luxurious bunch grass. After dark we saddled our horses in accordance with advice from our Indians guide (Neab) and rode five miles with as little noise as possible and camped on a high hill without fire or water, to avoid any strolling band of Indians that might be on our trail.

The next morning, before day light, we were again in our saddled and rode two or three miles over the hills in search of water to cook our breakfast, and grass for our horses, which were tied within reach of our heads while sleeping. Four men stood guard during the night. After breakfast which consisted of bad bacon and flour mixed with water, without salt or saleratus, baked in bacon grease, we resumed our ride towards the head of Spanish Fork, exploring the country on both sides of the stream where there appeared to be a possibility of finding an opening through the mountains. After a long day's ride, stopping only once for our horses to eat at noon, we camped for supper, then after dark moved, as on the night before for safety, five miles.

The mountains, during this day's ride, have not been quite as high above the valley as yesterday, still many of the highest points are capped with snow.

In the morning, we made an early start before daylight in search of water and grass. A severe rain storm commenced about nine o'clock and continued until noon. About ten o'clock I crossed the divide between the head of Spanish Fork and White River which runs south into Green River, to find, if possible, a passage through the mountains east of White River to the Uintah Valley. After a very fatiguing ride of severn hours up the narrow

crooked valley, we reached the summit of the mountains at an elevation of about 11000 feet above the sea. Amid everlasting snow, this route is utterly impracticable and I must try the main branch of White River tomorrow. We camped in a narrow ravine where there was water and a scanty supply of grass for our horses- at nine o'clock we saddled and started northwest on the top of the mountains- rode two miles and camped in a grove of stunted quaking asps

In the morning, I was surprised to find I was covered with newly fallen snow. The storm continued with fury until 12 o'clock when there were ten inches of new snow on the ground. It was freezing cold. I do not remember being out in a more severe storm during last winter than this storm of the 16th of June on the summit of the Wahsatch Mountains. After the storm had spent its fury, we resumed our ride on our tired animals down the side of the mountains towards Strawly Creek, a tributary of Green River, which we reached just as the sun was setting behind the western mountains where we camped for the night without fire.

The next morning we followed up the valley of Strawly Creek, and, in the afternoon, crossed the summit of the Wahsatch mountains and once more cooked our supper on the west slope of the range. Ice froze half an inch thick over the water in our camp kettles.

On the following morning, Sunday, we rode down the steep sides of the mountain to the valley of Hobble Creek and down that to Springfield, a small town in the valley of Utah Lake where I arrived just at sundown, glad to get out of the rugged mountains and once more see civilized society. I was hospitably entertained by the bishop of the settlement, who expressed great anxiety about the building of the railroad."

formation

He describes a ~~ridge~~ on the plains as follows:

"While I was exploring the country south of South Pass, I saw one of the most beautiful sights that the most vivid imagination could conceive. It appeared as though one of the most magnificent cities in the world with its broad streets and alleys, immense churches and cathedrals with spires and domes; great massive theatres and public buildings surrounded with numerous columns, with base and capitol complete; and innumerable blocks of buildings of all kinds; seemed to stand in magnificent grandure in the silent desert plane all of which were formed by the action of wind and water in wearing down the mountains, the harder parts of the rock being left in bold relief while the softer were washed and worn away. The various strata of the rock were of different colors, white, red, green, and blue, which gave the whole a most beautiful appearance. No painting I have ever seen of a landscape begins to equal this splendid natural city of the desert."

He says further:

"Last Saturday night, I went to the theatre and saw some fine acting which would do credit to any New York troupe. On Sunday I went to the tabernacle to hear President Young and others preach or rather exhort the assembled thousands to be diligent in all their business as well as pleasures, to work and secure abundant crops which a kind providence has bestowed in abundance to all the people of the valley this season. They preach more about temporal wants and the amusements and business of the day than spiritual food for the soul. A part of the Mormon's faith and religion is that they are here on earth and in the mortal body enjoying as much of Heaven as they will after this life, and they act accordingly; hence, in every settlement, places for public amusement, social dances, theatres, etc. are provided for the people by the church authorities, as much as places of public worship, and you would see the preachers on the stand on

Sunday and on Monday or any other day of the week leading in the social dance or laughing at the schemes enacted at the theatre. Perhance he may be one of the actors himself. But of all their preachings and teachings the most talked about and preached about is to inculcate into every one's mind the necessity of work and that without ceasing, when necessity requires it. #

On June 30th he wrote:

"I have had a good escort thus far this season and have an order from Major General Dodge to the commander of the post here to furnish me protection on my western survey. Although there is no disturbance among the Indians West, I think it prudent to demand an escort on that work. It is always safe in this country to be able to dictate terms to all one comes in contact with, both Indians and adventurers from the States."

On July 26, 1865, Mr. Reed reports to Mr. Durant on his line to South Pass as follows:

"After thorough explorations of the country between Ham's Fork and Green River, I run the line up the valley of Ham's Fork eight miles; thence northeasterly over the divide, twenty and one half miles to Green River, crossing said stream one mile north of the mouth of the Sandy, up the valley of the Sandy, thirty miles to the Pacific Creek; thence up the valley of Pacific Creek, thirty-one miles to South Pass and down a small stream ten miles to the valley of the Sweet Water, two hundred and seventy-seven miles from Great Salt Lake City. I found by explorations that the line from a point seven miles up the valley of Ham's Creek, can be produced westerly to the valley of the Muddy, without going south to the valley of Black's Fork, which should be done if the South Pass line is adopted.

The work on that part of the line between Ham's Fork and Green River will be expensive--some heavy rock excavations are encountered--the drainage is mostly to Black's Fork. Dry water courses are frequently crossed which have been worn into the soft shaly rock leaving sharp ridges between.

Numerous small bridges and culverts will be required to pass the water during seasons of melting snow, although at the time of the survey, there was not one drop of water to be found between Ham's Fork and Green River; stone for culverts and bridge abutments is convenient and abundant. The crossing of Green River will require an expensive bridge, eight hundred feet long; the stream flows over smooth solid rock, and at the time of the survey was eleven feet deep in the centre of the river.

From Green River valley to within three miles of the South Pass, the excavation and embankment is generally light; but very little rock excavation will be found, good stone for masonry can be obtained at all places within a short distance of the line.

East of South Pass, the country slopes gradually to the valley of the Sweet Water; but very little bridging; and light excavations and embankments are required on this portion of the line.

The altitude of South Pass is 7470 feet above tide, 66 feet above the summit of Bridger Pass, 113 Feet below the grade of the tunnel at the head of Pole Creek, in the Black Hills, and 97 feet below the summit between Bear and Muddy (rivers of the Great Salt Lake Basin). From these altitudes an interesting fact is deduced that the summit of all the Passes through which surveys have been made over the great ranges of the Rocky Mountains are very nearly the same altitude above tide-water.

From the information I could obtain from telegraph operators, and other persons who have been living several years in the mountains more obstructions will be encountered at and east of South Pass, from snow, than at any other place on the lines surveyed.

The Wind River Mountains, a very high, rugged east and west range are immediately north of the Pass. On the south, the divide of the continent trends southwesterly.

The prevailing storms are from southwest to northeast. When they reach the Wind River Mountains they are deflected east, through the Pass, driving the snow through South Pass, and depositing it in immense quantities on the slope towards Sweet Water.

After completing my surveys, I started my party westward, to make a survey from Black's Fork to Green River, at the mouth of Bitter Creek, and took a part of my escort to make an exploration of the country between Sweet Water and the Valley of Bitter Creek.

From the end of my survey, I travelled south twelve miles, to the summit of the low hills which bound the Sweet Water Valley.

From the summit I saw an extensive plain, extending southwest and east, without any appearance of water, except two small lakes about twelve miles southeast. To the east there were no mountains to be seen; the country indicated an open level plain to the North Platte, in the direction of Medicine Bow River. We ascended the south slope of the Hills, and continued south about ten miles, into the plain, which was level, and destitute of vegetation, except here and there small patches of sage bush and a very little bunch grass.

Turning westerly, we rode to the base of the mountains, about fifteen miles, thence south one mile, to a Pass through which, I think, a practicable line may be obtained to the valley of the Sandy, at or near the junction of Pacific Creek with the Sandy. This line, if practicable, will avoid the deep snows and severe storms of South Pass.

There is no doubt about finding a favorable line from the North Platte, at or near the mouth of Medicine Bow River, north of Bridger Pass, to the head-waters of Bitter Creek."

On August 17th, Mr. Durant telegraphed Mr. Reed to make a

preliminary survey from Salt Lake by the way of the Humboldt Valley to the California State line at Truckee Pass.

On Nov. 1, 1865 he wrote Mr. Durant in regard to his survey to the California State line as follows:

Joliet, Illinois.

Dear Sir:--I arrived here last evening from Salt Lake City.

Your telegram of August 17th, instructing me to make a survey via the Valley of the Humboldt River to the Valley of the Truckee at the east line of the State of California, was received September 7th, while I was exploring the Humboldt Mountains, too late in the season to get provisions for my party; and was reluctantly compelled to abandon the survey without reaching the Truckee.

The country from Salt Lake west to the Humboldt Valley, at Gravelly Ford, has been thoroughly explored, and a line surveyed, with the exception of about seventy-five miles across the desert which I could not run on account of the impossibility of obtaining water for my men and teams.

From the surveys made, I am satisfied that a line can be obtained from Salt Lake City into the Valley of the Humboldt River, without a cut or embankment exceeding fifteen feet, or grades exceeding seventy-five feet per mile.

Three lines were run over the high rugged range of the Humboldt Mountains; and one via Hasting's Pass, near the south end of Ruby Valley; one over Humboldt Pass, recommended by Beckwith to be a favorable route, which I find to be almost impracticable. The third, about twenty miles north of Humboldt Pass, which is much better than either of the former lines, with a fine, open and comparatively level country east of the desert.

Before leaving Salt Lake, I settled my accounts with President Young, and gave him my draft on John J. Cisco for the amount due. One draft for \$1500 in favor of J. Y. Green, one for \$2000 and one for \$1930.39 in favor of Brigham Young, all dated October 9, 1865.

I wish to make my profiles, maps and report here if consistent with your views. Can go to New York any time you may require. Please let me hear from you in regard to my office work."

On October 17th he wrote: (1865) Mrs. Reed.

"I crossed the divide eastward from Humboldt River and am working towards Salt Lake once more. All my work in a hostile country has been completed and in about one month, I hope to be at home. I shall finish all my work in the vicinity of and on the desert in about two weeks and it will take me one or two weeks more to finish what I want to do near Salt Lake.

The Humboldt Mountains are very rough and rugged. Snow covers a large portion of their summits especially the east and north sides. About ten days since when I was crossing the mountains at Humboldt Pass, we had a severe storm of snow which lasted several hours. The nights have been cold and frosty for the past month. Ice forms in our camp kettles almost every night. A buffalo robe, two blankets and my shawl are not uncomfortable over one nights in this cold country."

Mr. Reed reported on the line from Salt Lake to the Truckee River as follows:

"Closing our work here, we returned to Great Salt Lake City, where I hoped to receive instructions about the surveys west of Great Salt Lake. Owing to the continued hostilities of the Indians on the plains, and in the mountains, no communications could be had with you, either by telegraph or by mail. As my instructions did not authorize making the survey west of the Lake, I did not feel at liberty to involve the expense without first exhausting all reasonable means to obtain your views on the subject. Failing to receive any instructions from the East, I, by the advice of Ex-Governor Brigham Young, organized my party, and loading my teams with supplies for three and one-half months, commenced the survey at the south end of Great Salt Lake, where my survey of 1864 terminates, continuing around the south end of the Lake as near as the nature of the ground would admit, twenty miles to the north end of the mountains immediately west of Tuilla Valley. Thence southerly up Spring or Lone Rock Valley, thirty miles to a pass through Cedar Mountains, which I thought, from explorations, would be favorable for a line over the mountains to the Desert. From the base of the mountains to the summit, five and one half miles, a very good line was obtained. On the western slope the mountains fall off too rapidly to admit of a practicable line. After I had run down on the west side of the mountains far enough to determine the impracticability of the line, I had but little water left, and could not return and run a new line around the south end of the mountains, which should be done before deciding upon a location, unless the line hereafter described crossing the Cedar Mountains nearly west of the south end of Salt Lake is adopted. By continuing the line up Spring and Lone Rock Valley around the south end of Cedar Mountains, the distance to some point on the Desert west of the Mountains, common on both lines, will be increased about twelve miles, but this line would avoid all heavy grades and expensive excavation and embankment on any line over the mountains in this vicinity.

We continued the survey westerly on the Desert 17.80 miles from the west base of Cedar Mountains to Granite Mountain, the desert where we obtained water from a brackish spring about 800 feet above the level of the plains, and one mile up the Canon from the base of the mountains. From thence, across the remainder of the desert, extending south from the Great Desert between Cedar and Goshoot Mountains, 23.40 miles to Redding Springs, at the east base of the Goshoot Mountains, 126.6 miles from Great Salt Lake City. When we arrived at the springs the men and teams were nearly exhausted with fatigue and want of water; some were suffering severely from inflamed eyes, caused by the reflection from the white incrustation of salt and alkali on the surface of the Desert.

Leaving my party and teams at the Springs, I selected two of the best horses belonging to the escort, and taking one man with me, rode over the mountains 18 miles to the valley of Fish Creek; thence, down the creek three miles and camped at what proved to be the last water in the creek. A few miles above camp, the stream furnishes an abundant supply of water, for irrigating purposes, and is thus used by Major Egan and a few other settlers in the valley.

Before daylight the next morning, we were making our way down the creek towards the desert, expecting to find water lower down the stream, but were disappointed. From last night's camp down the creek, ten miles, the valley is about one mile wide, then for five miles, to the desert, is a close, crooked canon. On the desert we turned easterly around the north end of the Goshoot Mountains, twenty miles; thence south, near the mountains, to camp, at Redding Springs; were in the saddle seventeen hours, without water; estimated day's ride, sixty miles. There is no appearance of water in the mountains north of Redding Springs at this season of the year. West of Fish Creek canon, the same barren desert country continues to Clover and Ruby valleys, without vegetation or water. Finding it impossible to procure water for my party and teams, I reluctantly abandoned making the survey across the remainder of the desert, and moved camp and supplies to Ruby Valley, to find a route over the Humboldt Mountains to the Humboldt River. Commencing at the Overland Stage Station, near the south end of Ruby Valley, the line was run westerly over the mountains, at Hastings Pass, to the head waters of the south branch of Humboldt's River, and down the valley fifteen miles. The summit of the pass is 829 feet above Ruby Valley; the distance from the base of the mountains to the summit is too short to get a line up without winding along on the spurs of the mountains, to increase the distance, which would involve a very large expense for grading and bridging; the same difficulties were encountered on the western slope of the mountains.

I returned to Ruby Valley and run northerly along the base of the mountains, exploring every place where there seemed to be a probability of finding a line to the Humboldt Valley. The mountains are a narrow, high range, very precipitous on the east side.

The north and east slopes of many of the highest points are covered with large fields of snow, and at the base of the mountains a great number of springs of pure fresh water burst out and flow into ponds and marshes in the centre of the valley, which has no outlet; the water is lost by absorption and evaporation.

The first place north of Hastings' Pass where I thought it advisable to try a line over the mountains, is Humboldt's Pass, about sixty miles north of Hastings.

A good line can be obtained to the summit from the east, which is 1,235 feet above the Humboldt River 19 1/2 miles west of the summit, and 767 feet above the Creek at the base of the Mountains five miles west of the summit, which would be 187 feet below grade, if we could run maximum descending grade from the summit to the base of the mountains; about one mile west of the summit, the small stream that flows west from the Pass enters a narrow crooked canon four miles long, where it is impossible to build the road, if the grade of the stream would admit. The canon is very narrow, only wide enough for the small creek to wind its way down the crooked gorge. The walls on both sides are from 50 to 200 feet high, and in many places perpendicular. A line was run down this gorge to the base of the mountains, where my levels show the creek to be two hundred feet below grade line. Returning nearly to the head of the canon, I ran a second line crossing the deep ravines, caused by the drainage from the high mountains. We worked around as near maximum grades as the nature of the ground would admit, bearing southerly to take advantage of the western slope, until we finally succeeded in reaching the base of the mountains. The grade from the summit west 11 miles, will be from 100 to 116 feet per mile. Curves of 500 feet radii cannot be avoided, the grading and bridging will be very expensive.

From the base of the mountains to the Humboldt River, the line passes over a uniform descending surface. The valley at this place is about 15 miles wide, with some hills, and table land elevated from 25 to 100 feet above the river. Westerly down the river the valley is wide, and presents no engineering difficulties as far as

explored.

The Humboldt River rises in two streams in the mountains west of the Great Salt Lake, which unite after some fifty miles, and bear westerly along the northern side of the basin. The mountains in which it rises are round and handsome in their outline, capped with snow the greater part of the year, well clothed with grass and wood, and abundant in water. The stream is a narrow line without affluents, losing by absorption and evaporation as it goes, and terminating in a marshy lake with low shores fringed with bullrushes and whitened with saline incrustations. It has a moderate current, is from two to six feet deep in the dry seasons, and probably not fordable anywhere below the junction of the fork during the time of melting snows, when both lake and river are considerably enlarged. The country through which it passes (except its immediate valley) is a dry sandy plain, without grass or arable soil, from 5,700 feet (at the forks) to (4,200 feet at the lake) above the level of the sea, winding among broken ranges of mountains and varying from few miles to twenty in width. Its own immediate valley is a rich alluvial, beautifully covered with blue grass, herdgrass, clover and other nutritious grasses, and its course is marked through the plain by a line of yellow pine, serving for fuel.

This river possesses qualities, which, in the progress of events may give it both value and fame. It lies on the line of travel to California, and Oregon, and is the best route now known through the great basin, and the one travelled by emigrants. Its direction mostly east and west, is the right course for that travel. It furnishes a level unobstructed way for nearly three hundred miles, and a continuous supply of the indispensable articles, wood, water and grass."

After closing the surveys to the Humboldt river, we followed up the valley N. 35° E. magnetic, twenty-five miles, then commenced a new survey over the mountains easterly, following up a small tributary of the Humboldt four miles to the forks. One branch (the principal) comes in from the north, the other from the southeast. We continued up the south branch 6.8 miles to the summit, with average grade of only 25 feet per mile, and no place exceeding 60. Thence southeasterly, down through Clover Valley, past the east side of Snow Water Lake; thence bearing more easterly, we ran around the south end of Antelope Butte to the Desert, 42 1/2 miles from the starting point in Humboldt Valley. This line, as you will observe by referring to the accompanying map and profiles, has no heavy work. The grade over the low ridge that represents the Humboldt Mountains, called Reed's Pass, does not in any place exceed 60 feet per mile.

I was very anxious to continue this survey easterly and connect it with my line from the east, but could not obtain water for my party.

The country was thoroughly explored, and a line marked on the map which will be more direct from the summit to the desert than where we made the survey, and equally favorable. About fifty miles east of my instrumental survey, there is a low pass through the range of mountains that extends south from the east side of Thousand Spring Valley, connecting with the mountains south of the Desert. The line should be run through this pass, then there is no difficulty in obtaining a line from Great Salt Lake City to the valley of Humboldt, a distance measured and estimated of 208.80 miles, with grades not exceeding 60 feet per mile generally over a desert plain without vegetation, except occasionally small patches of sage brush, grease wood and salt plant, and without fresh water on the line west of Tuilla Valley, until we get within 35 miles of the Humboldt River.

From careful observation of the country in the vicinity of the mountains in and bordering the Desert, I am satisfied that fresh water can be obtained in the passes over Cedar Mountain, and the first range crossed west of the Desert, also at any place on the line west of that range; this will leave a distance of sixty miles without fresh water.

There is no accurate information to determine the practicability of obtaining fresh water on this portion of the line, that I can give you.

The surface of the country is mostly covered with an incrustation of salt and alkali and the soil, as far as I could ascertain, is strongly impregnated with these minerals, and when wet is soft, and cannot be passed over with loaded wagons. When dry it is hard,

and will make, when thrown up in an embankment, a fine road bed, with but little ballasting required to maintain a fine embankment in all seasons of the year."

On January 15th, 1866, Mr. James A. Evans, reported on his surveys for the year as follows:

"I respectfully submit this my report of surveys for 1865, with the accompanying maps and profiles.

Having received the necessary instructions at Omaha, the party fully organized, started from that place on the 30th of May, (previous arrangements having been made with Major-General G. M. Dodge to have escort furnished at Fort Kearney,) taking the usual route on the north side of the Platte, and expecting to cross the Loup Fork at Columbus. The summer freshet in the Platte River and its tributaries, consequent upon the melting of the mountain snows, and which usually makes the streams impassable for transportation of any kind, for a time varying from two to five weeks in the summer months, occurred in 1865, earlier than usual, caused as I suppose by a greater deposit of snow than the average during the previous winter, prevented our crossing the Loup Fork at Columbus, or the Platte River at Shinns Ferry. It was ascertained by telegrams from Col. Livingston, then commanding at Fort Kearney, where our escort was waiting our arrival, that it would be impossible to move the detail with their transportation to the north side of the Platte--a thing absolutely necessary to the literal carrying out of my instructions. There seemed to be no alternative but to return to Omaha, cross the Missouri River there, follow down it on the Iowa side, cross below the mouth of the Platte and keep on the south side to Fort Kearney. This would enable us to meet our escort, and the hope was entertained that the high water would in the meantime so far subside, as to enable us all to cross the river, and still carry out the original programme. This hope was not realized as upon reaching the Fort, upon the 10th of June, crossing was still impracticable. We therefore pushed for La Porte, with the purpose of doing the required work in the Black Hills, leaving the examination of the Platte Valley west of the 100th meridian of longitude, until our return.

Our escort consisted of 45 men of the 1st Nebraska Veteran Cavalry, Captain Thomas H. Griffen, in command. The party and escort reached La Porte on the 4th of July. It became evident now that in consequence of the lateness of the season, the interference caused by high-water below, coupled with the total impossibility of dividing the party (for the reason that the country west, north and east of us, was full of bands of roving and hostile Indians) there would be neither time nor opportunity to do anything in examination of the North Fork of the Platte, unless the Survey of the valley of the South Platte, east of La Porte, was postponed. This impression became more and more certain as the season advanced, and the Indian difficulties increased.

While in the Black Hills, wishing to obtain information as to whether the examination of the North Platte or South Platte were the most important, I wrote you from Antelope Pass. The mails at that time being uncertain, no answer was received by me to the communication. When the time came, therefore, to decide, my judgment seemed to indicate that the South Platte should be the line run. My reasons (in the absence of instructions) were, that by doing so, we should as far as that route was concerned make it complete, and obtain data of distance and elevation, that would be reliable, and, if nothing more, furnish a basis with which all subsequent surveys could be compared.

As before stated, we reached La Porte, on the Cache la Poudre July 4th, then connecting our line with the United States lineal surveys, we commenced our examination of the

Cache la Poudre Line.

This stream having its source in the Snowy Range, after a tortuous course through canons and narrows, and taking in the drainage of the Black Hills, issues from the mountains at La Porte. Its character immediately changes from a mountain torrent, to a comparatively quiet and placid river, furnishing water power to any extent, and easily made available. It is proper to state that the

approaches to the mountains here are more favorable than at any other point between Denver and Fort Laramie, a distance of 230 miles. The plains to this point stretching to the very base of the hills, the profile will show that our line up the valley of this stream from Latham to La Porte, is as favorable and the grading as light, as over any portion of the Platte Valley of equal distance.

This is not the case with the line north, as the remarkable depression known as the Cheyenne Pass, extending from Crow Creek, on the south, to the head of the Chugwater on the north, and crossing our line of last year at right angles, prevents our reaching Camp Walbach with continuously ascending grades. The topography of the basin itself is somewhat broken, as well as the country, for some distance east of it. My report of 1864 says, that the first fifty miles of Lodge Pole Creek, from the mountains east is not as favorable as the lower part of its course. The approaches to the Black Hills, at La Porte, are in very decided contrast with this, as will be seen by an examination of the profile. From La Porte northwesterly, our line follows the Cache la Poudre for three miles only, its direction from that point being useless for our purpose, as well as leading us into impassable canons in the primary rocks; our line, therefore, continues in the ravines of the stratified rocks, until it touches the granite in Stonewall Canon, on Stonewall Creek, a tributary of Dale Creek, itself an affluent of the Cache la Poudre. We continue in its (Dale Creek) drainage, until the summit of the range is reached at Antelope Pass.

A line was run here in 1864 by Mr. Case, for the purpose of determining gradients. Much valuable information was obtained the and furnished by him during the progress of the work from La Porte to the connection with my line of last year, on the Laramie Plains. We are now enabled to furnish an approximate estimate of quantities. Mr. Case's suggestions with reference to this line were found accurate, and adopted, and the line, as shown on the map, is substantially the one proposed by him last year.

The improvement that I would suggest in this line is, that instead of striking the range at La Porte, our line from the eastward should leave the valley of the Cache la Poudre at, or still further east than the mouth of the Box Elder Creek, passing through a gap in the Sand Stone, near Park Station of the Overland Stage Company, and intersecting the line from La Porte, at Station 722. This line was run through the hills far enough to give profile, and to enable us by plotting to obtain distance, which will be shortened two miles, the grades will be less, as it will obviate one important undulation of grade, and the alignment will be much better, as well as promising greater freedom from snow obstructions than that portion of the line between the intersection and La Porte. The amount of grading on either line to the point of convergence is light. The salient points on this (Cache la Poudre) line are: The grading through Stonewall Canon, a distance of two miles, and the crossing of Poison and Dale Creeks, all of which, as to extent, depth, &c. will be made evident by an examination of the accompanying maps and profiles.

The most economical means of crossing the two latter would be by means of truss bridges, with piers and abutments, as from the great quantity of water discharged by the stream at certain seasons of the year, considerable water way would have to be provided, by means of arch culverts, if a different mode of construction were adopted. The material for embankment would be rock, the great part of which it would be necessary to borrow.

Where the Dale Creek crossing occurs, on the profile, a comparative estimate will be found--1st, of embankments, which arch; and 2d, of truss bridging, with pier and abutments. In the estimate of quantities, the fills are supposed to be made by borrowed material, that plan was adopted in the estimate of last year, it has for that reason been continued in this.

This line intersects the surveys of 1864, at Station 1460 of the Cheyenne Pass line, west of the crossing of the Big Laramie River, and is at or near one of those points which, in my report of last year's surveys, I regarded as fixed. The above estimate, for purposes of comparison, is given from a point (on the South Platte and Cache la Poudre line) equally distant from Julesburg with Camp Walbach, on the Lodge Pole Creek, and continued to

Station 1460 on the Laramie Plains, the common point of convergence of all the lines crossing the Black Hills.

Elevation amounting to 3000 feet is overcome between La Porte and the summit of Antelope Pass. Distance 42.8 miles; average grade, 70 feet per mile.

The character of the material is the same as that encountered in our crossing of last year from Camp Walbach, specimens of which may be found in the office of the Company in New York.

In looking over the line as run, it seemed to present the following marked characteristics: 1st. The line from either La Porte or Park Station, looking easterly, presents an uniformly smooth and favorable surface for a road bed; in this respect it is superior to any other; and 2d, on the western slope of this range, its profile is incomparably better than can be obtained on any other line crossing the Black Hills. It would seem that the only point upon which the superiority of this line could be called in question is the matter of distance, it being 54.46 miles longer than the Cheyenne Pass line, and 34.72 miles longer than the line by way of Crow Creek.

Laramie Plains.

My instructions required such an examination to be made of the country west of Laramie River, as would demonstrate the practicability of reaching the valley of either the Yampah or Snake Rivers, by passing over the Medicine Bow Mountains, and by means of the North Park, and head waters of the North Platte, reaching the tributaries of those streams, and find a line that would be practicable south of that of 1864.

The main fork of the Laramie seemed to promise the best opening. I supposed that by following it for some distance, and then taking the first important tributary received by it, from the west draining of the Medicine Bow range, an opening might perhaps be found.

We continued the line until its direction became such as to be useless for our purpose; being east of south, which seemed to be the direction of the valley for a considerable distance in advance of our line, beyond the locality where the Medicine Bow range as a spur leaves the main Snowy Mountains. No tributary of any importance draining the Medicine Bow Mountain empties into the main fork of the Laramie.

In point of direction the left hand fork would have been better than the main stream, which our line followed, as it seemed to penetrate the Medicine Bow Mountains further. Still it did not promise sufficiently well to keep us longer; as the summer was passing away, and much yet remained to be done to the eastward.

Laramie Canon.

My instructions further required, that I should make an examination of the Canon of the Laramie in the Black Hills. As any examinations made by me could only result in a reiteration of views given in my report of 1864, I thought it advisable to delegate the matter to Mr. Case, he was therefore requested to make the reconnaissance, starting from our camp (at the Big Laramie Station), accompanied by First Assistant P. T. Brown, and twenty men of our escort.

While the examination was being made the Indians were in our immediate neighborhood in force, committing depredations daily, robbing trains, murdering emigrants, burning the stations of the Overland Stage Company, although garrisoned by troops, and so interfering with business as to make the mails very irregular and uncertain. You are respectfully referred to Mr. Case's report of this reconnaissance.

August 1st--We steered our course for a low gap in the mountains, where we felt sure of finding the head of the canon. This place we reached about 3 P. M., or so near it, that we discovered our mistake. I have little doubt, that at some time it has been one of the outlets to the great inland lake, the bottom of which is now known as the Laramie Plains. The mountains are low at this point, as they are all the way from it, northward to the present outlet of the river.

After discovering our error, we turned our course to about N. 70 W. and kept this direction until we came very unexpectedly upon a beautiful fresh water lake, nearly circular, about 2 miles in diameter, with white sand beach, upon which beat a miniature surf.

Having seen no fresh water for many miles, and our route for nearly the entire day having been over a "Sage Brush desert," the sight of this beautiful lake was very gratifying to man and beast. We camped upon its banks.

August 2nd. We continued our march in a northerly direction within sight of the river, and upon the Eastern side until we came to the nearest available camping place to the head of the Canon, where we went into camp.

August 3d. Leaving the escort, except three men who volunteered to accompany us, at the head of the Canon, we started down the river on foot and continued our wearisome march until 3 P. M. part of the time along the narrow valley of the river; then climbing over projecting points, two or three hundred feet high, now wading around projecting rocks and oftener clambering along their almost perpendicular face.

The distance we travelled, I estimated at 15 miles, or 20 by the winding of the river. The whole of this distance, excepting one-half mile, I saw the river and valley. It is a narrow crooked valley; but in no place that we saw the river was it in a close canon. In my opinion, a practical railroad line could be obtained, as far as our exploration extended; but the bridging and tunnelling through projecting points would be expensive. I should think there would be an average of 4 bridges of 150 feet span per mile. A bridge of 100 feet span would pass the water, if crossed at right angles; the tunnels would in most cases not exceed 500 feet in length; one would be from 800 to 1000 feet in length. There is no evidence that the water ever rises six feet above the ordinary stage. At our camp, of Aug. 3x, the walls of the canon are 250 feet apart, and rising, say 100 feet at a slope of 1 to 5. On the bank of the river, and standing not two feet above the ordinary stage of water, are luxurius pine trees, 30 inches in diameter, with the bark upon them unmarred or bruised by floating ice and drift wood. I should think the stream fell for the first ten miles 50 feet to the mile, the balance of the distance.

I was distappointed in the general character of the canon. The depression in the mountains is very rought cut, laterly with deep gorges; the mountains rise on either side ten or twelve hundred feet, in distances varying from one to two miles from the river. It is, without doubt, the lowest depression in the range, or the Laramie River would not have found it for the exit of its waters. From a high point about 13 miles from the head of the canon, we could distinctly see the Plains, and the timber upon the North Platte. I should not think the distance from this point to the outlet of the canon over ten miles; and not over ten miles by the windings of the river from the lowest point reached by us in our exploration.

Starting from Cache la Poudre line on the Laramie Plains, we commenced running the line easterly, with the intention of making it an inedpendent line, looking to Crow Creek as our eastern continuation, connecting finally with South Platte line, or future survey of the Lodge Pole Creek, as might seem most advantageous.

No difficulties were met with on the western slope, the summit was reached without difficulty. Much of the eastern slope was favorable, until the country commenced dropping off too fast, and we were finally forced to abandon the line on that side. At this time, I resolved to move our transportation to Camp Walbach, and by making up our abandoned lines of last year, endeavor to find a practicable line which would intersect the line last run at the summit, this was done, and the whole becomes what I shall designate as the Crow Creek line.

This line may be considered as having a common starting point at Camp Walbach, with the line of last year, and occupying the same ground as far as Station 79 or where the Cheyenne Pass line crosses the Lodge Pole Creek; from thence it keeps to the south of it on the divide between the Lodge Pole and the waters of the Crow Creek, frequently crossing tributaries of the latter, one of which, near the summit, forms the most prominent feature of the line. It intersects the Cache la Poudre line at Station 2606, on the Laramie Plains from thence our line is common to both, to the intersection with the Cheyenne Pass line, at station 1460, near the Laramie River.

It will be discovered that the alignment of this crossing, is inferior to either of the others, a glance at the map will show that we approach very nearly the summit of Cache la Poudre line at

Antelope Pass.

This is, in point of distance, the shortest line that can be obtained over the Black Hills, with grades less than 116 feet per mile.

Work on the mountains being completed, and as it seemed impossible to make any satisfactory examination of the North Fork of Platte River, without postponing all further surveys on the South Fork for the present season, which as I stated before, in the absence of instructions, I could not consider advisable, I started Mr. Browne with the bulk of the party at La Porte, to run the line easterly to the 100th meridian for the purpose of making connection with the surveys that had been pushed westerly from the Missouri River

Here I left Mr. Brown, taking with me as many of the party as could be spared without delaying the work, my object being to place the office work in a state of forwardness, as well as to dispense with surplus men as soon as practicable.

The wisdom of the course taken is apparent from the fact that the greater part of the office work consequent upon nearly six hundred miles of explorations was completed simultaneously with the work in the field.

The line in the valley of the South Platte I shall not dwell upon; its favorable character is so well known, its features, in an engineering point of view so tame, that aside from our survey having determined the question of distance, nothing new with regard to it can be furnished.

Mr. Brown's Progress with the survey was uninterrupted until he reached Alkali, a point nearly equidistant from Julesburg and Cottonwood. There an order was found requiring Captain Griffen, who commanded our escort, to remain at Alkali, to do garrison duty there. The New York troops, twenty-five in number, in command of Lt. Collin (they had joined the party at the junction) were likewise ordered to report at Denver thus leaving them without escort of any kind, and making it impossible for them to remain in the field. Being at Omaha at the time, I was immediately notified by Mr. Brown of the state of things, and lost no time in communicating with Major-General Dodge, who fortunately happened to be within reach by telegraph at Central City, Colorado, with Major General Wheaton, commanding the district, and with Brigadier-General Heath, commanding the sub-district, in which the troops happened to be, when the detail was changed, and who issued the order.

I do not wish to question either the wisdom or the necessity of this change in our escort, and I refer to it here for the purpose of explaining the delay, amounting to ten days; a delay rendered the more important from my being in receipt of the following telegram:

"Copy"

New York, Dec. 25, 1865.

Jas. A. Evans, Div. Eng.

Line must be run up Lodge Pole Creek, to connect with line through Cheyenne Pass; also, at or east of 100th meridian line, from Republican into Platte Valley, and from Platte Valley into Republican Fork, both looking westward.

(Signed) T. C. Durant.

I immediately telegraphed Mr. Brown to return to Julesberg, at the mouth of Lodge Pole Creek, and there wait for escort; this he did with the party, in company with the New York troops, who were en route for Denver.

I did not think it either safe or prudent for the party to go up the Lodge Pole with a less escort than 70 men. Brig. Gen. Heath had already informed me that he could not spare more than thirty, who were ready on their way to join the party, having left Fort Kearney on the 2d of October. The balance would have to come from Ft. Laramie, distant from Julesberg 180 miles, and rendezvous there. While this arrangement was in progress, I received your permission to abandon for the present the running of the Lodge Pole line. I felt like urging the postponement for the reason that early snows had already fallen in the hills; and as the extent of the delay about escort seemed as uncertain as the continuance of good weather to do the work, it was becoming doubtful whether we could run the line, and make our much desired connection at the 100th meridian certain.

The balance of the instructions contained in the foregoing telegram could be carried out by using the party then engaged in locating the second 100 miles from Omaha West, in charge of Mr. Edwards, who were at that time nearly through their labor.

This arrangement, with the consent of Mr. Ainsworth, engineer in charge at Omaha, was made; and I joined them at the 100th meridian for the purpose of running one of the lines. Mr. Brown, in the mean time, taking up the line at Alkali.

The exploration made between the Platte Valley and Republican Fork enables us, with the aid of notes obtained at the land office at Leavenworth, Kansas, to furnish information of the district that will be found valuable.

The line from the 100th meridian southeasterly can be greatly improved over the profile we have, by deflecting to the eastward sooner than we did. Keeping out of the valley of Deer Creek altogether, and reaching the valley of the Republican, eight or ten miles below the mouth of Deer Creek. We should have traced that line at the time, but our escort was small, taking into consideration what the red-skins were doing on this very divide still further west; in addition to that, the time for which the detail was made expired on the day following the completion of the line, and it became necessary for them to report at Ft. Kearney. I afterwards succeeded, through the kindness of Gen. Heath, in having them transferred to Mr. Brown, thereby strengthening his escort so as to enable him to run the other diagonal line.

I am very confident that an extremely favorable profile can be obtained from the Valley of the Republican to the Platte Valley, by leaving the valley of the former 8 or 10 miles below the mouth of Deer Creek. Keeping on the divide east and north of that stream, and intersecting the line as run on the table overlooking the Platte Valley, no streams or depressions would be encountered. The grading would be reduced to a minimum; but few structures of any kind would be required, and the gradients would be light. It must be evident that a more favorable line (crossing the divide between the Republican and Platte Rivers) can be obtained in a northwesterly than in a southwesterly direction, for the reason that the Platte has no tributaries between the mouth of Plum Creek and Fort Kearney; whereas the Republican Fork takes in frequent affluents, having deep valleys in a direction very unfavorable to any line coming into the valley of the main stream in a southwesterly direction.

Our line from the 100th meridian easterly, connects with the surveys of the Kansas Branch at the mouth of Deer Creek. They carried their survey some eight or ten miles further up the Valley of the Republican. A few days before we reached their line, they were compelled to leave the field for want of sufficient escort.

The valley of the Republican, compared with that of the Platte, is narrow and crooked, with frequent tributaries, making necessary a large amount of bridging.

The hostility of the Indian tribes made it extremely difficult and dangerous exploring the country in advance of the party; the consequence was, that in some cases instrumental surveys were made where mere personal examinations would have sufficed, could such exploration have been made with safety.

There is a difficulty in conveying to others a proper idea of the amount of annoyance this contemptible race caused us. The constant vigilance required and practiced night and day; the impossibility of dividing the party; when the interests of the survey required it; the necessity for being constantly armed, and the danger of leaving the party for short distances to reconnoitre, may be enumerated as some of the inconveniences we constantly labored under. Fortunately our escort very effectually did its duty. I doubt much if the whole volunteer service could have furnished us a more careful and efficient officer than Capt. Thoas. H. Griffen, First Nebraska Cavalry. There does not seem to be any probability of a better order of things existing in the future. From what I know of the Indians, an experience extending over several years, I am not disposed to place any reliance upon any treaty that may be made with them, as it would require the same military force to carry out its terms, as would be required to give them a merited chastisement for offences already committed, and such an one as would lead them to respect the rights of others in the future. The Indians of the plains, the

most annoying of any, can be considered only as outlaws, thieves, and vagabonds, having no bond of union, no power to enforce any obligations they may voluntarily enter into, and no cohesion other than that existing among thieves everywhere--the desire for plunder.

Such has been the kindness with which they have been treated, to such an extent have their offences been overlooked, and by some palliated, that they now look upon the whites with a feeling akin to contempt. A sad state of things existing among savages, who can only be made to behave themselves through the medium of their fears.

I am of the opinion that until they are either exterminated, or so far reduced in numbers as to make their power contemptible, no safety will be found in that vast district extending from Ft. Kearney to the mountains and beyond; To do this, no civilized manner of conducting expeditions against them will be either sufficient or successful; means will have to be used that some would consider sharp and unwarranted methods of warfare."

On January 6th, 1866, I received a dispatch from Mr. Edward Creighton stating that the Commissioners passed over the road today and telegraphed the Secretary that they find first section of forty miles in superior order. This was the first examination of the completed road made by the Government.

On January 25, 1866, I received a peculiar dispatch from Mr. Durant. It seemed to indicate that I was to go into the field instead of going to the head of the Engineering parties. It was very ambiguous and I immediately wrote him as follows:

Ft. Leavenworth, March 2, 1866.

I am in receipt of your dispatch of March 1st. Can you come west by St. Joseph? I can meet you there. It is very uncertain whether I can leave here to go to Omaha in March. Boats may be, by the time you leave, running from St. Joseph to Omaha.

I do not know as I fully understand your dispatch. If you desire me to take the field and make the surveys, I shall have to decline. I am able to superintend them and systematize the efforts of the different parties, so that the features of the country shall be fully and connectedly developed and give personal attention to difficult parts of the work.

I admit the importance of a head to the engineering, because my thorough knowledge of the country and experience in making surveys may be of benefit in that direction and whether I connected myself with that branch of the road or not, I will give you all the aid and advice in the matter I can.

One thing, however, I do think is important to you and to all connected with the road; that is you should have one ^{head} on the ground that all connected with building and running the road could look to as their chief and through whom you could manage the building of the road. These divided interest, independent commanders with the master in New York, makes each chief jealous of his power and rights, and it is not conducive to harmony, energy, economy or celerity.

Continued Page 575

I think this must be so plain to you that it needs no argument to demonstrate it; and, whether I or some one else goes to Omaha let me impress upon you the importance of commencing this year's work by placing at Omaha a chief in whom you have confidence, whom in all things you will support and whom you can hold responsible that your orders are carried out, and whom all connected with the road will know they must obey. Do this and you will see a broad difference in the road as well as great economy in the expenses.

Write me or telegraph me when you start and come by way of St. Joseph. I do not see how I am to go to Omaha until I get relieved from the army, which will be, I hope, in April."

There was a report out that Durant was going out of the main line and take hold of the Kansas branch and that Senator Grimes of Iowa favored that line, which report had no foundation in fact.

*Insert letter to Isaac H. Sturgeon,
March 8- 1866.*

On April 24th, 1866, I met Mr. Durant in St. Joseph, went over the conditions of the Union Pacific and everything connected with it, and also of my position on it as Chief Engineer and I informed Mr. Durant that I would not accept and be responsible for the road unless I was given absolute control; that I had been in the army too long and had seen the disastrous effect of a divided command; that if a man was to take charge of the Union Pacific, there must be no interference ~~with~~ him; that it was a question of his managing the road to suit the company and when the time came that he would not do that, then there must be a change. I told him if I went on to the road, I would obey orders and insist on everyone under me doing the same and at any interference with my orders, there would be trouble, not only to the company but to me. There was a lack of discipline and we were going into a country without law, where right was might and that the head of the concern to receive respect and obedience from his employees, in such a country, must have the active support of his superiors. Mr. Durant agreed with me fully. He said he knew there was no one who could handle the matter as well as I could on account of my experience in the army, especially mentioned General Grant and Sherman, whom it seems, he had talked to fully in relation to me and they had told him that if I went at the head of the concern, I would have their full support and I told him it was my plan to get a leave of absence and leave soon after the first of May, if possible.

(INSERT ON PAGE 555).

I had been urging upon the St. Louis people the importance of extending the Northern Missouri Railroad to Council Bluffs with a view of connecting with the Union Pacific Railway, and on March 22, 1866, I wrote the following letter to Mr. Isaac H. Sturgeon, President of the Northern Missouri Railroad, St. Louis, as follows:

Hdqrs. United States Forces,
Kansas and the Territories,
Fort Leavenworth, March 8, 1866.

Isaac H. Sturgeon, Esq.,
Pres. North Missouri R.R.,

St. Louis, Mo.

Dear Sir: I desire to call the attention of yourself, your company and also of the citizens of St. Louis, to the great importance of a speedy extension of the North Missouri Railroad to connect with the Central and Western Iowa system. St. Louis stands today in a position to make herself the second city in the United States, by simply taking advantage of her natural resources. Those alone, however, will not secure her greatness, as we have often seen the natural advantages of one city overcome by other cities, by enterprise and a judicious use of capital. Your road appears to be the only available and speedy agent for St. Louis to retain her ascendancy in the north-west.

The extension of the North Missouri Railroad from Macon to the Iowa State line will, with proper encouragement from St. Louis, insure the construction of the Cedar Rapids and St. Louis railroad, running northwardly through Davis, Wapello, Keokuk and Iowa counties, or through Davis, Jefferson, Washington and Johnson counties in Iowa, depending on the route that may be adopted in locating the road; and we will also secure the construction of the Iowa Central railroad which will likewise tap your road at the Iowa State line and extend northwardly, through the east side of Appanoose county, thence by Albia in Monroe county, thence by Eddyville and Oskaloosa in Mahaska County; thence by Montezuma in Poweshiek County; thence by Toledo in Tama County and thence to Cedar Falls in Black Hawk county, in the state of Iowa. The first mentioned road to Cedar Rapids from your state line is about one hundred and thirty miles long, and the people of Iowa have subscribed nearly four hundred thousand dollars towards its construction. The road to Cedar Falls is about one hundred and forty-five miles long, and I learn that the people along the line, in most of the counties traversed by it have subscribed enough to grade, bridge and tie it. Each of these roads will tap the Cedar Valley railroad, now in course of construction to the Minnesota State line. Each of them will cross every east and west road now building across the State of Iowa. The Central will be the shortest and most direct to St. Paul from your road, whilst the St. Louis and Cedar Rapids road will be the shortest and most direct to Dubuque, and will tap the East and West Iowa roads nearer the Mississippi river. With the aid which St. Louis and your company can give, both of these invaluable feeders to your road and the trade and business of St. Louis can be rapidly built. The Minnesota Central (Land grant railroad) is completed from St. Paul seventy miles southward and I understand is under contract for completion to the Iowa State line at a point where it strikes the Cedar Valley railroad, which is being constructed through Iowa to Cedar Falls, and from Cedar Falls to Cedar Rapids, thus connecting St. Paul with St. Louis through the Cedar Rapids and St. Louis railroad. These roads in Iowa run through a rich, fertile and well settled portion of the State, and the local travel and trade alone will more than pay for the investment to construct them. As before stated, they cut at right angles all of the land grant roads crossing Iowa from East to West, and all of which are in operation west of the points of junction. Chicago, always alive to her interests, sees and appreciates the value of time in the completion of these roads west to the Missouri River, and with her own capital and the aid of that of her most eastern allies is rapidly pushing out her arms west in all directions, is spanning the Mississippi river with bridges, and by her unsurpassing energy and enterprise, is overcoming every obstacle in bringing into her lap the riches, trades and products of Iowa and all the western territories. St. Louis, to compete with her, must imitate her example, She must by material, give life and success to the north and south

system of railroads in Iowa, in the speedy building of which her future prosperity much depends. She should push your North Missouri railroad to the Iowa line without delay, and aid, with all her power, the speedy construction of the St. Louis and Cedar Rapids and Iowa Central railroad; and this is required at her hands, if she does not intend that her natural resources and advantages shall be overcome by Chicago energy, capital and enterprise. The next line, and the one that I hold is in a great degree to settle the question of St. Louis controlling the trade and travel of the Missouri valley, and its numerous feeders is the pushing of the Platte county railroad up the Missouri Valley until it reaches Council Bluffs and there connects with the Union Pacific railroad main line running west. Fifty-five miles of the Platte county railroad are now built, and from Savannah north the road is graded and bridged to Forest City, leaving a gap of fifty miles from Savannah to the Missouri State line, the entire distance being a natural road-bed, with no obstacles of any moment to be overcome.

From the Missouri State line to Council Bluffs, the railroad is now building under the charter known as the Council Bluffs and St. Joseph Railroad Company, one-half of it is graded. The ties for the entire distance have been gotten out, and the contractor, Mr. Phelsh, has bound himself to complete the road by January 1st, 1867; and he is abundantly able to do it. The energy, enterprise and capital of the people along the line has furnished the funds that secured the building of that portion of the road, and I undertake to say that if St. Louis capital will purchase the Platte County railroad at the coming sale--April 21st--and place its management in the hands of live men, to be controlled to subserve the interests of the country through which it passes and St. Louis, that the citizens of St. Joseph and the country through which it passes will furnish such portion of the funds as will secure the building of the line from Savannah to the Missouri State line, where it will meet the road from Council Bluffs by the first day of January 1867. This now threatened gap bridged over St. Louis will have a railroad communication through the heart of the Missouri Valley, tapping all the important towns and cities in the valley and connecting with all the railroads running east or west from it at their termini or initial points. To railroad men the importance of such connection needs no further demonstration, but of more importance than all these is the fact that this gives to St. Louis the first connection with the Union Pacific railroad main line, which runs from Omaha, now built sixty miles west, which brings it to a parallel of longitude sixty miles west of Topeka. That road will be at Ft. Kearney the coming season, and with the Platte country road and its extension to Iowa in the control of St. Louis, it would give to St. Louis the exclusive control of the business of this road until a road is completed across Iowa to Council Bluffs from the west, which can not be before January 1868.

With these roads completed, St. Louis cuts all east and west roads now built or to be built across Iowa and Minnesota at right angles, and becomes the equal competitor with Chicago for all trade going east or west over them. With the road built to Council Bluffs, St. Louis, through the West branch of your road and the road to Council Bluffs, which will be but a continuation of your West branch taps the initial points of the Union Pacific Railroad, eastern division, from Kansas City, from the Union Pacific Railroad from Leavenworth west, from Atchison west, from St. Joseph west, and finally from Omaha west, and can control the trade and traffic over it for one year at least before any road from the west will reach Omaha, giving St. Louis much advantage over any eastern road that may be built to compete for this trade; but instead of being successful competitors to carry off business from your road and your state and city, they and your road will become feeders to each other.

The people of your city should not place a light estimate on the value of the business a year in advance of them. I suggest to you or to any other experienced railroad man, whether a year's advantage in time, and especially with a road of the importance of the Union Pacific Railroad, does not for all time exercise a controlling influence in directing the trade and travel of the country through which its connecting road runs. Further, persons can start from Sal Lake, take the Union Pacific railroad to Omaha, the Council Bluffs and St. Joseph railroad and the Platte country and North Missouri railroad to St. Louis and reach St. Louis in the same time that parties taking the Union Pacific Railroad eastern division, and Missouri Pacific railroad do, the increased distance of the former over the latter being only thirty miles, and the former has a contiguous valley route nearly till the way, thus avoiding the broken country and necessarily heavy grades, the Union Pacific Railroad, eastern division will have to overcome between the Kansas and Platte rivers. Freight can be taken on the former road at least one-eighth cheaper than over the latter. I do not, however, state these facts as any disparagement to the Union Pacific

At the sale of the Platte County railroad on the 21st of April five hundred thousand dollars cash will give to St. Louis, the platte country railroad. It learn it is in bad condition and poorly equipped but could be put in good order which could not cost a heavy outlay.

This road, 52 miles long, from Savannah to Weston controls nine-tenths of the trade from St. Joseph to Leavenworth City and west and should by all means belong to St. Louis.

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This would be paying only \$10,000 per mile for a road already built, with a business established. To build such a road now would cost from \$20,000 to \$25,000 per mile. The mortgage alone that can be placed on this road after it is purchased, with the aid that parties known to me stand ready to guarantee, will finish the Platte country railroad from Kansas City to the Iowa State line, and give St. Louis a railroad connection with the Union Pacific railroad at Omaha by January 1st, 1867.

After this road is built, it would carry over it not only all material to build the Union Pacific railroad at Omaha but also the vast amount of produce, machinery, manufacturers and stores of all kinds now being pushed into northern Colorado, Nebraska, Western Dakota, Utah, Montana and Idaho. The United States Government last summer sent over this route about forty million pounds of freight and there passed Fort Kearney, going west, from March 1st to August 1st, 1865, nine thousand three hundred and eighty six teams and eleven thousand eight hundred and eighty-five persons.

St. Louis can, in one year, become master of the trade of the Missouri Valley and all west of it, and divide with her Eastern competitors all the trade of the Missouri and all west of it and divide with her eastern competitors all the trade of Iowa and Minnesota. Whether she sees or not, I can assure her that her rivals do, and that they are straining every nerve, using every exertion and are advancing the capital with a lavish hand to reach the Missouri river first and thereby secure the first eastern connection with all roads running west from the Missouri river and north of Leavenworth city. St. Louis has, today, one year's start. Will she avail herself of it?

The bonds of your company offered to accomplish the purpose here set forth, are certainly as good, if not better, than any railroad bonds in the market. It seems to me that they can but be one of the best and safest class of bonds to invest in. You should meet the ready sale for them and press your work forward on the main line and west branch with all possible dispatch.

Central, Eastern and western Iowa are looking to St. Louis today to carry out these projects. The moment she does, she is master of the Country west of the Mississippi but let her fail to make the connection with the railroad system of Iowa and Minnesota and to connect with the great government railroads running west of the Missouri river north of Leavenworth City and she will lose beyond all redemption the great overland trade and travel that will flow to and from all the territories and states north of the Nebraska line.

Energy, enterprise and capital will overcome all the natural advantages that St. Louis now possesses and holds out as her excuse for tardiness and inaction. The problem is a simple one. St. Louis, by building 50 miles of railroad north of Macon City, taps on the shortest and most feasible line one thousand miles of railroad already built to Iowa and Minnesota, with which you might say she has now practically no connection. Your company has good bonds to build in Iowa and the people of Iowa are contributing what they are able, showing their desire to get to St. Louis. Will St. Louis furnish the balance needed to complete the 150 miles?

The Platte country and the Council Bluffs and St. Joseph railroads have a controlling connection with all railroads west of the Missouri river, and although pushing directly north 200 miles from Kansas City before turning west, St. Louis, through its west branch is only by that route thirty miles further from Denver than by any other route and she thereby makes the great Missouri Valley and all the western mines and territories a feeder to her beyond all question and for all time to come. Your company has the bonds to enable you to build the West branch as far north as Kansas City and perhaps beyond, and all

that St. Louis will have to do to secure these great advantages is to raise a company at once to purchase the Platte country railroad. With such a company at once to purchase the Platte country railroad, with such means as the people of St. Joseph and those living on the unconstructed road south of Weston and north of Savannah, and the bonds the company could issue, there would be no difficulty in finding contractors who would build the road and have it completed by or near the 1st of January 1867.

Let St. Louis fail to build these roads and the trade of Iowa and Minnesota escapes her entirely six months in the year, and at the very season when the produce of the year is made ready for the market. During the other six months when the trade is lighter, it is divided, St. Louis obtaining what may flow down the Mississippi River. For all trade and traffic of the Missouri River and all the country north of the Nebraska line, she must fight inch by inch with east and west roads, with their connecting roads and all their business associations against her and all inevitably tending from her.

The question of the capital of the Mighty Empire now building up around us in the west is to be decided by the direction the trade of the West and northwest shall finally take.

I ask that you will place this matter before your company and the capitalists and property holders of St. Louis, that they may take such steps as will protect their interests before it is too late; and with the hope that means may be devised to build these roads this year, I am,

Very respectfully,

Your obedient servant,
G. M. Dodge

It will be seen by the letters of General Sherman giving me leave of absence that he had a personal interest in the building of the Union Pacific Railroad. This came from the fact that when in California in 1849, he was sent up to Sacramento City to instruct Lt. Warner and Williamson of the Army Engineering Corps, to make surveys across the Sierra Nevada Mountains for the purpose of ascertaining the possibility of crossing that range with a railroad. It was generally assumed that such a road could not be built along any of the emigrant roads then in use and Warner's orders were to work farther north up the Feather River or some of its tributaries.

On January 17th, 1859, Lt. Sherman sent a letter to his brother Senator John Sherman, giving his views on this question. This letter, which is as follows, was published in the National Intelligencer and was headed, "Notes on the Pacific Railroad."

"A railroad to connect the Atlantic and Pacific Oceans is a work of so much importance and so captivating in its nature, that for the past ten years its construction has been a favorite theme with all classes, and everybody has his project.

In the general appropriation bill of March 1853, Congress provided for the exploration of the country between the Mississippi River and Pacific Ocean, for the express purpose of collecting reliable and authentic information on this very subject. The explorations were conducted under the direction of Hon. Jefferson Davis, then Secretary of War, by several parties, all of which were commanded by officers of the army, except on one route, the most northerly one, by Governor Stevens, who had been an officer of the Engineer Corps. Each party was accompanied by Civil Engineers, Geologists, Mineralogists, Botanists and other scientific men, and the vast amount of valuable information thus required is given to Congress and the country in eight large volumes. The same general plan was pursued by each party; distances were measured by odometers, heights by barometers and a description of the country, its mountains, valleys, water, grass, stone, timber &c. are given as far as seen to the right and left. For the thorough understanding of so important a question, these volumes should be critically examined, though the substance of them, bearing directly on the feasibility of construction of the road itself, is contained in the Secretary's report of February 27, 1855, with the preliminary report of the several heads of parties in the first part of Vol. I.

May events have transpired since that date bearing materially on this subject, such as the increased amounts of land reduced to cultivation in Kansas, Utah and New Mexico; the discoveries of new mineral wealth near the Colorado of the west; and the examination as to the navigability of that river itself; and, more important still, the discoveries of new and rich gold fields near the source of the Arkansas, Kansas and Platte Rivers; yet, for the purpose of argument, it is better to confine ourselves to the facts contained in the official reports before referred to.

Five principal lines were examined.

1. Along parallels of latitude 47° and 49° north, from St. Paul on the Mississippi, to Seattle, on Puget's Sound, with a branch to Vancouver, Oregon, by Governor Stevens, Vol. I.

2. Near parallels 41° and 42° north, from Council Bluffs, on the Missouri, to Benicia, California. Report by Lieut. (now Captain) Beckwith, 3d Artillery. Vol. 2.

3. Near parallelts 38° and 39° from Westport, Missouri, to San Francisco, by Capt. Gunnison, assisted by Lieut. Beckwith, who, after Capt. G's death prosecuted the exploration and made the report in Vol. 2.

4. Near parallel 35° north, from Fort Smith, Arkansas to San Pedro, California, by Lieut. Whipple, Topographical Engineers. Report in Vol. 8.

5. Near parallel 32° from Fulton to San Pedro; with other surveys connecting it with San Diego and San Francisco. Reports by Major Emery, Capt. Pope, Lieuts. Williamson and Brke of the Topographical Engineers in Vol.s 5, 6, and 9.

It is manifest that Secretary Davis became convinced at an early period of these explorations, that the last named most southerly route possessed more natural advantages and facilities for the contemplated rational railroad, for the line has been more fully and carefully examined and reported on than any other, and in his report of February 1855, he gives it his decided preference.

Nevertheless the great bulk of the wealth, commerce and population of the United States lies far north of Fulton, and long lines would be required to connect the many important railroads already in operation from the Atlantic ports to the Mississippi with this extreme southern route; so that, if it can possibly be avoided, it can hardly be expected that Congress will look as far south for the national highway.

In like manner, the route from St. Paul along our extreme northern territories is too far north to make easy connections eastwards and south-east. It also terminates in the Pacific Ocean at the unimportant harbor of Seattle, or, more objectionable still, at Vancouver, within the Columbia River, whose bar is almost impassable to the great sailing ships by which the trade of the world is carried on.

The route pursued by Capt. Gunnison up the Kansas to the Arkansas, to the Huerfams and Saugre-de-Christo Pass, appears so far favorable; but from that point westwards, the Coochetopa Pass, the chasms of Blue, Grand, and Green Rivers, are on pages 85, 86 and 87 of Vol. 2, described by Capt. Beckwith as utterly impracticable for a railway, and in all subsequent official reports, this route is treated as impossible.

This reduces the subject to the consideration of two lines either of which may be called central, viz. by parallel 41° and 42° , or that of 35° .

Assuming New York as the great sea-port of the Atlantic, St. Louis as the point around which as a centre will continue to gather the most populous States of our Confederacy, and San Francisco as the great commercial city of the Pacific Ocean, that General line of Railway which connects these three points will best fulfil the purposes of a national highway. But nature has interposed barriers which we cannot disregard. The very apex of our continent, out of which flow the sources of the great rivers of North America, lay in that direct line, forcing us to seek a location for a roadway either to the north or south. It so happens that the Mountains of California compel us to a similar alternative. Of that country I can speak of my own knowledge, but the general maps are sufficiently accurate for you to follow me in my description. The City of San Francisco is now a fixed fact, with its wharves, docks, foundries, machine shops, warehouses, and all the requirements of a Commercial City. She has a harbor of unlimited capacity, the approach to which in sailing or steam vessels is remarkably easy and safe. The entrance is in process of being strongly fortified, and, even in the present condition of defences, I doubt if any foreign fleet would dare attempt an entrance. It has connection with the farming country by bays of easy navigation; and, with the interior, two great rivers, the Sacramento and San Joaquin, never obstructed by ice or snags, afford cheap communication. These two great rivers lie in an almost level basin, near five hundred miles long in a direct line, bounded on the east by the Sierra Nevada, and the west by the Coast Range, the two ranges of mountains uniting at each extremity of the basin before described and enclosing it.

It so happens that for the past ten years the Sierra Nevada has been crossed at every possible point by miners in search of gold, by emigrants coming and going, and by skillful and scientific men. I, myself, have been along a great part of that range, and have no hesitation in saying that there are no passes by which a railway, to be travelled by the most powerful locomotion now in use, can be carried

through the Sierra Nevadas, unless at the extreme head of the Sacramento, near the town of Shasta or Fort Readin, g or at the extreme head of the San Joaquin, near the Tejon. (Fort Tejon).

I cannot find that any of these have been surveyed with sufficient accuracy, viz, by chain and spirit level, but all have been reported upon, and measured approximately by barometer. The passes through the Sierra Nevada at the head of the Sacramento by Capt. Beckwith in 1854, for whose description I refer you to his report on the 41^o parallel, Vol. 2, second part, pages 36, 37, 38, 47, 48 and 49, viz., from Fort Reading, following the main river, there called Pitt, through long and rugged canons to the mouth of Fall River, and thence eastward through the Madeline Pass. Either of these are pronounced practicable, and estimates of cost of construction have been made.

Lt. Williamson, also, in the summer of 1855, passed along a portion of this same route, viz, from Fort Reading to the mouth of Fall River, and though not so favorably impressed as Capt. Beckwith, still he admits the pass "practicable", and therefore we may conclude that it is within the range of possibility.

The passes at the head of the San Joaquin were examined with considerable care instrumentally in 1854, and the result is communicated at some length in Vol. 3, by Lieut. Williamson. He gives preference to that known as Tay--ee-chah-pat, near the Tejon; and, from conversations with him and many others who have been there, and my own knowledge of the general character of these mountains, I am constrained to say that my belief is firm that the best route for leaving California by railway will be at some point near Fort Tejon, at the head of the San Joaquin. I have therefore arrived at the conclusion that the contemplated railroad must follow one of two general routes, which I will proceed to describe in order.

The first starting from Council Bluffs follows substantially the valley of the Platte with easy grades, to Forts Kearney and Laramie, thence along the North Fork through the Black Hills to Sweetwater and South Pass of Fremont; thence to Bridgers Fort, and through the Wahsatch Range, by Weber Creek, or the Timpanagos, to Salt Lake Basin; across it south of the Lake to the Humboldt Mountains, across them to the river of the same name, down it to its great bend; thence by the Mud Lakes to Madelin or Noble's Pass, across the high table lands of the Sierra Nevada; down the fearful chasms of Pitt River to Fort Reading, and thence by the level plain of the Sacramento to Benicia, or navigable waters of San Francisco Bay. (Vol. 2).

Air Line, 1,410 miles.

Distance by route proposed, 2032 miles.

Sums of ascents and decents, 29,120 feet.

Length of level line of equal working expense 2,583 miles.

Estimated cost, \$ 116,085,000.

The advantages of this route are:-

1. It makes easy connections with the many railroads East already finished or in process of construction.

2. Its sum of ascents and decents is less than that of any other line examined, except the extreme northern one.

3. Utah, with its population, timber, coal and provisions, is en-route.

4. It is substantially the old emigrant road, with which all are familiar.

5. It enters California by the Sacramento Valley, the most populous and valuable of the State.

The objections are:-

1. The cold weather and snows, from Laramie to Salt Lake, and in the passes of the Sierra Nevada.

2. The conviction expressed to me personally by Capt. Van Vliet and others, in whom I have confidence, that in their judgment founded on actual observation, a railroad cannot be built from Laramie to Salt Lake, and my own similar opinion of the passes at the head of the Sacramento.

3. The surveys of Capt. Stanbury and Capt. Beckwith, though sufficient for exploration, are not conclusive in a railroad location.

Captain Beckwith, with whom I am well acquainted, was here a few days ago, and is of the opinion that further examinations should be made before a road be located; he thinks it possible a route may be found from the neighborhood of Pike's and Long's Peaks, into Salt Lake

Valley, that may obviate the very many serious objections to the one by South Pass and Bridger.

4. There is a wide desert between Salt Lake and California, which cannot be of any use in the future.

The other route should start from this vicinity, Leavenworth, to the Valley of the Kansas, to Fort Riley, up Smoky Hill Fork, and across to the Arkansas, near Bent's Fort; thence, by Fort Union to Santa Fe; across the valley of the Del Norte to Campbell's Pass; and thence following Whipple's route, via Zuni, San Francisco Mountains, Aztec Pass, Bill William's Fork, cross the Colorado at the Needles, across the desert to the Mohave, up it to abreast of the Tejon; entering California by one of these passes, whence into San Francisco city, several good routes present themselves, the best in my judgment being that described by Lieut. Parke in Vol. 7, viz, from the Tejon

Pass into the Valley of the Salinas or Monterey River, above the old mission of San Miguel; follows the Salinas near the Ocean, turn round the spur of the Gavilan range into the Pajaro Valley, follow it to near Gilroy's ranch, and thence by the Coyote to San Jose, and so on into the city of San Francisco.

This route differs materially in location from Lieut. Whipple's yet the elements for cost &c. will not vary materially from his, which are therefore given by way of preference.

Fort Smith to San Francisco, air line, 1,550 miles.

Distance by proposed route, 2,094 miles.

Sum of ascents and descents, 48, 521 feet.

Length of level line of equal working expense, 3,015 miles.

Estimated cost \$106,000,000.

The advantages of this route are:-

1. Ease of connection with all the great roads building from the East.

2. The greater amount of fertile land in its whole extent, especially in that reaching from the Rio Grande to the Great Colorado.

3. The greater amount and better distribution of timber for construction, especially in the reach before referred to.

4. The greater amount of points of delivery for iron and materials on the western and most costly part.

5. The better and more uniform supply of water along its whole length.

6. The absence of heavy drift snow in the winter (Lieut. Whipple spent the winter in the highest points.)

The objections are:-

1. A greater amount of ascents and descents than by 41° and 42°

2. The road enters California by the Valley of the San Joaquin, less valuable than the Sacramento Country.

3. The surveys are not sufficiently accurate to justify the estimate.

As between the two routes, therefore, on the best evidence at hand, I am forced to give decided preference in the latter. Yet I assert that none of the explorations were designed to be anything more than a reconnoissance; none of them contain the elements for an estimate of cost. Neither Lieuts. Beckwith or Whipple lay down their routes by the tracks actually passed over by them, but indicate "cut offs" and valleys seen by them from mountain tops at a distance- a most deceptive rule. And the great length of line and extent of country to be examined in a limited time, forced these gentlemen to rely for altitudes exclusively on the barometer, an instrument unreliable and unsuited for railroad surveys. Two points may have relative heights and distances, admitting of easy theoretical connection, which in fact may have intervals utterly impassable by railway. Nevertheless I have no doubt that the conclusions at which they arrived are substantially correct, and that they have laid down the best routes within the reach of their observations.

To illustrate how little reliance could be placed on estimates without proper elements and data I will instance the fact that Lieut. Whipple, whilst the details of his journey were fresh in his memory, at page 31, Vol. #, in his preliminary report, estimates the cost of a railroad from Fort Smith to San Pedro in California at \$16,821,265, Whereas Albert H. Campbell, Civil Engineer who accompanied Lieut. Whipple, gives in the same Vol. 3, part 2 pp 67 to 74, detailed estimates for the whole route to San Francisco, some two hundred miles further than San

Pedro, and only makes \$93,853,605.

And it also appears by the table compiled on the last page of Vol. 7, that Lieut. Whipple himself reduced his own estimate in the office at Washington City to the figure before given, viz. \$106,000,000.

All the estimates are premature. I think Lieut. Whipple's first estimate nearer the truth; but all are mere guesses; but the officers who saw the country are better able to guess than we, who can only judge from their official reports.

It is best to regard the work as one of stupendous magnitude and therefore of extreme cost. But, admitting it to amount to two hundred millions of dollars, the money will be a better investment than in the purchase of Cuba, the acquisition of any more worthless Mexican territory, or in foreign war. I would attempt a fuller description of the country traversed by the proposed routes, but I could not possibly condense them better than you will find in the first part of Volume 1, and last of Vol. 7, to which I refer you, and then pass to the answers of the questions you make.

The General Government of the United States must build the road if built at all. Because:-

1st. She is proprietor of the lands through which the road passes.

2nd. Politically it would unite the West, Centre and East by bond of intercourse.

3rd. In time of war with a strong power, the danger to ships following the long line by sea to California would force communication over land, and then a railroad would be a necessity.

4th. The General Government is the only party interested, so to speak, with cash and credit enough to undertake so great a scheme.

5th. The public lands along more than 1500 miles of any road are not of enough value to raise money by sale or hypothecation, and any company relying on such a source would surely fail, leaving the road in chaos and confusion.

6th. So long as there is so wide a difference of opinion of cost and location, the subject should remain untrammelled by legislation; for admitting grants of money or land to a company between certain prescribed parallels of latitude, you must give time for the work at least ten years, during which time there would be no forfeiture of contract, and the road might thereby be blocked for that time.

7th. The General Government can build the road cheaper than a private company because she has an army to keep, engines under pay, and ships to aid in delivering of material. Again, a road of this vast importance must be constructed in the strongest, safest manner, obviating all possible necessity of repairs. Now, it is known that contract work, unless over-paid, is always bad, and to economize in culverts, bridges, cuttings and other like railroad work, would be ruinous and fatal.

8th. The best way to build the road would be to combine the contract system and pay system. Iron and timber could be safely contracted for, to be paid for in cash on delivery, inspection and acceptance by the supervising engineers at the points to be contracted for. All culverts, bridges, tunnels, and side cuttings should be done under the control of engineers in the pay of the Government; the work men to be paid weekly or monthly, according to convenience, the object being to get the most labor for the least money.

9th. All the road as far west as Bent's Fort, might be contracted for, and paid for in proportion to the progress; and also the part of the road from San Francisco to the Tejon; but between these two points, Tejon in California and Bent's Fort in Kansas, the whole should remain absolutely under the control of Congress till the certainty of competition is established beyond a doubt.

10th. I attach considerable importance to this point. If Congress part with the franchise, or commit herself to private parties, the matter will become a mere object of speculation and stock-jobbing; and afterwards, if the road become an absolute necessity from war or the impatience of the people, then the Government would be forced to buy out the contractors, and pay dearly for it, as a matter of course.

11th. No particular danger need be apprehended from Indians. They will no doubt pilfer and rob, and may occasionally attack and kill stragglers; but the grading of the road will require strong parties, capable of defending themselves; and the supplies for the road and maintenance of the workmen will be carried in large trains of wagons, such as went

last year to Salt Lake, none of which were molested by Indians. So large a number of workmen distributed along the line will introduce enough whiskey to kill off all the Indians within 300 miles of the road.

I now assert my belief that the great railroad will not receive enough net profits to pay interest on its cost. Yet I will not attempt an estimate of either the cost of the road or its income. I believe the cost will not fall much, if any, short of \$200,000,000, the interest of which (Government bonds, say five per cent per annum) would be \$10,000,000.

Assuming that no rails be used except of the very best quality, at least ninety pounds to the yard, they should last 20 years; though the average durability of the rail, from 60 to 70 pounds to the yard, is less than ten years.

The chief cost of tunnelling and grading will be the subsistence and maintenance of so many men at points remote from all the necessities of life.

The cross-ties used will doubtless be of cedar (nothing better) pine and oak; but for some reaches cotton-wood, the most worthless of all timber, will have to be used 'till it can be replaced by better. The decay, wear and tear of this part of the structure will far exceed any estimate heretofore submitted.

Water and fuel, absolutely necessary to be distributed along the road, will be chief items of expense after the road is completed. In California, all along the road, and even in Kansas, fuel is scarce and comparatively dear. Coal used by steamers and steamboats in California is all brought from the Atlantic, and ranges from twenty to thirty dollars a ton; will average not far from one dollar a bushel. Wood is also costly. The coals of the Pacific and of Kansas are inferior, are tertiary, with much slate and clay. You will be met by contrary assertions, but I repeat it, the coals of the Pacific are very poor, thin seams, costly to mine, and of poor quality when mined. You may rest assured when coal is worth about a dollar a bushel, every bank and seam containing anything like stone coal has been tested.

The Bellingham Bay Company has had every advantage and is a failure.

In California there can be no coal proper; in Oregon a little Lignite; in Washington territory and Vancouver's Island poor qualities of tertiary coal. The quality improves going northwards and it may be in the Russian possessions it is good enough for commercial purposes. In like manner the coals diminish in value and quality from the Mississippi River westwards. The coals of Kansas cost here 25 to 30 cents a bushel and are very poor.

The locomotives will have to be supplied with wood drawn from the nearest points of supply, at whatever cost.

Capt. McClellan, in Vol. I Railroad reports, pp. 115 to 130, gives a great many most useful data illustrative of the cost of construction and working of railroads.

I do not think that any person, from known data, can now make anything more than a guess at the working expenses of this contemplated road; but they will far exceed the proportion of receipts laid down for other roads lying wholly within a settled country.

The road will command all the passenger travel, at almost any price. All the mail, treasure, express freight, parts of Government freights, and in some instances, where time is material, bulk freights as well as all the business of the country lying within reach of the road itself, which, regarding Utah and New Mexico, even in their present condition, and the Pike's Peak Country as now it bids fair to become, will be considerable.

Yet the point I wish to make is this, that in time of peace the great trade of the East Indies, China, Pacific Parts and even of San Francisco itself cannot afford to pay freights across this road, only in exceptional cases. In proof of which I here copy an extract from New York Senate document No. 60 of 1850: .

Cost of transport.	per ton.	per mile.
ocean, long voyage	1 mill.	Short 2 to 4 mills.
Lake, long voyage	2 "	" 3 to 4 mills..
Railroad transporting coal		6 to 10 "
Same not for coal, favorable lines		12 1-2 mills.
Same, steep grades		20 to 25 mills.
Also see page 130, Vol. I. railroad reports in that of Capt. McClellan before referred to.		

Average freights from Calcutta to Boston \$15 a ton.

" " Canton to United States \$10 to \$18.

" " Shanghai to " " \$10 to \$20.

Freights from Boston to San Francisco, average since 1849, \$22 a ton. At present \$12 a ton.

Average freights from East Indies and Chinat to San Francisco \$13.

Silks usually pay \$15 a ton more than teas.

Now assuming the average time to the United States from China and California by sea in sailing ships to be 130 days, and from China to San Francisco 60 days, and that freight can be brought from San Francisco to New York in 15 days on a railroad 3,500 miles in length.

A cargo from Chinat to New York by railroad would save in time 13-60-15-65 days; for which saving of time she would pay 13-70-20 - \$63 a ton.

I assume \$70 to be the least price at which freights can go on such a road that distance.

From and to San Francisco, the case would stand thus -

Time 120-15 --105 days saved.

Freight 70-20-50 dollars added to pay for that time. Of course merchants there and here can look far enough ahead to obviate the necessity of such a difference of cost.

As long as the wind and sea are free there is no competition with sailing vessels.

I do not instance these things to deter you from assisting the great road, but that it should be undertaken rightfully, with a full knowledge of the truth, and when begun that it should be with a full knowledge of its magnitude.

It is a work of giants, and Uncle Same is the only giant I know who can or should grapple the subject.

Congress must select the initial points. It is wrong to throw that responsibility on the President or any other person. If it be a political or commercial line, in the halls of Congress is the place for contest, and battle; but if it be as I conceive a work of geography, then these explorations should be continued, especially at the points of doubt. A great number of parties should be in the field; the barometer left at home, and the chain and spirit level alone used. The points of supply of timber, provisions, iron and everything needed should be noted and located on the maps of survey, so that something like estimates of cost could be made; or more important still that Congress may act knowingly and wisely before one step is made in the wrong direction. Should these explorations cost even half a million of dollars, it will be well spent, for the saving in distance of four or five miles will make that up.

Were I in your stead, I would favor generally a Pacific railroad, but would oppose premature legislation upon the ground that it in fact retards and delays the future construction of the work. I would vote for reasonable appropriations to prosecute the minute surveys of the route or routes, and announce myself as ready to consider the subject in its strongest form as soon as the Executive submits a plan sustained by estimates and descriptions of country to warrant so vast and important a scheme.

If forced to a premature vote, I would stick as close to the route I have named as possible, because it afford in my mind the best chances of success in construction and working.

I enclose herewith a map compiled by Major Emery, on which I lay down my two proposed central routes, between which I think you are forced sooner or later to choose.

I would not wish to be construed as criticising the railroad explorations. I am personally acquainted with all or nearly all the heads of parties; know their ability, zeal and honesty and think the vast amount of information thus obtained of regions hitherto unknown more than repays the country for the cost of the work; but I regard them all as preliminary begun and conducted on general principles, to be followed by more careful surveys as the truth became developed. The time for these minute surveys is now and should precede any attempt by Congress to locate or favor the location of any one general route in preference to others."

On reaching Omaha on May 6th to take up my duties as Chief Engineer, I found the railroad completed to Fremont, some forty miles out, and the surveys which I have recited, made. There was no regular head of the organization west of the Missouri River. The engineering, construction and operating departments were all reporting separately to New York and getting their instructions therefrom. Each engineering party was looking out for its own escort. My first duty was to make a complete organization, virtually upon a military basis because it was extending from the western line of settlement in Nebraska to ~~the~~ ^{California}, every mile of road had to be protected by the military. I also saw that it was necessary to arm all the forces on the line and I arranged immediately to bring about these results. All the engineering parties, lands, right of way, towns, lands and lots, Missouri River Bridge, etc. I took charge of and placed my headquarters in charge of Mr. J. E. House who had been with me in the 50's in my surveys of the M. & M. and also on my early surveys on the Union Pacific. His headquarters were at Omaha and he was to look after things generally in my absence. The construction of the road was then in charge of Mr. S. B. Reed; the operating in charge of Mr. W. B. Snyder; the transfer of material, in charge of Mr. H. M. Hoxie and the track-laying, while the contract had not been let, was in charge of General J. S. and Dan Casement. Very little grading beyond Fremont had been let. All these persons were acting as heads of their work when I came there so I had them all appointed in their positions so that there would be a responsible head of each. I immediately arranged with the Army authorities in relation to our protection -- both for the engineers and of the parties working along the line. The great trouble was that the troops on the plains were hardly sufficient to occupy the posts and there was a great disinclination of the commanders of departments and districts to make details from these posts. General P. St. George Cook was in charge of the department when I arrived there, but he soon gave way to General C. C. Augur, and General Gibbon was in charge of the country west of the Black Hills, with headquarters at Fort Sanders. I had written

General Grant and Sherman, before I arrived at Omaha, outlining my plans and had received letters from both of them promising me all the support I need; in fact, giving me a carte blanche, leaving it to my own judgment as to the requests I should make for the details for the protection of the line. General Grant wrote me in relation to General Gibbon that while he was a splendid soldier, he was rather technical and strict about performing his actual duties and suggested to me to have a conference with him, in regard to the details in his command. General Sherman had already written General Augur. I soon got the whole organization upon a strong basis; in fact, upon a military one so that everyone west of the Missouri River would obey my requests and orders. The men in the engineering corps and upon the work were mostly enlisted men and officers of the two armies.

Confederate prisoners
The United States Volunteers which I had organized and sent on to the plains, some of them were still on duty, while others had been discharged. Most of them remained on the plains and a great many of them floated down on to the line of the railroad and got employment.

General J. S. Casement who had a force of about 1000 men ^{distinguished commander} after we got under way, had been a ^{division} ~~officer~~ in the Union Army, and a distinguished officer. His force were all armed and I depended upon him to carry out my orders as to the policing of the line whenever it was necessary to use any force that I could not obtain from the military. He was very prompt and active in such matters.

I found that the engineering force which had been put into the field for that year, 1866, were scattered and were not working upon any regular plan. I knew that the first problem to solve was the crossing of the Black Hills because that was controlling the eastern approach of the line. The company were very anxious that we should build the road through Denver if possible, or as near to it as possible and therefore they were favorable to the Cache-à-Poudre line.

The Black Hills is a mountain range jutting out just north of Long's Peak from the rocky Mountains where they take their great

westerly bend towards the Medicine Bow Mountains and this range runs almost due north to Laramie Peak and from thence to the Cheyenne ~~Pass River they were~~ Belle Forche Fork of the Rio Grande. It was about 2000 feet higher than the divide of the continent that we were to cross ~~2500 ft~~ and the ascent from the plains was short, while the descent to the Laramie Plains was also lacking in distance although the Laramie Plains were 1000 feet higher than the plains east, ~~at~~ the ~~foot~~ of the mountains.

I immediately sent out instructions to the engineers in the field to accomplish first the crossing of the Black Hills; 2nd the approach and 3rd the connecting up of the different surveys made in 1864-5, so as to have one or more continuous lines from the Missouri River to the California State Line. To accomplish this, I placed Mr. James A. Evans, who had spent considerable time on the Black Hills, in charge of the lines over the Hills. Mr. P. T. Brown, his chief assistant, in charge of the surveys up the Republican and South Platte Rivers to Denver and over the Rocky Mountains west of Denver. Mr. L. I. Hills, in charge of the party, was placed in charge of the location up the Platte Valley and lines between the Platte and Lodge Pole Valley. Mr. Thomas H. Bates was placed in charge of the surveys in Utah, west of Salt Lake. My examination of the lines of the Black Hills, in my Indian campaigns and on my return in 1865, had convinced me that our crossing would be on what was known as the Lone Tree Creek line and I sent this information to Mr. Evans to make surveys over this line so as to determine, without question, the proper place to cross the Black Hills. I instructed him to ~~construct~~ run a summit line from the Cheyenne Pass sout to the Cache-la-Poudre and also to run a base line from the Chug Water along the east base of the mountains to La Porte so as to decide upon the lowest pass in the mountains and the highest point in the plains. These parties took up their work immediately.

Mr. S. B. Reed, who was an able engineer and had made the surveys in Utah, immediately took hold of the grading, letting

the contract for the grading and the operating department with what little equipment we had was put in as good shape as possible to move our material.

I appreciated that the year's work was depending entirely upon the amount of material that could be brought me from the East over the railroad lines to St. Joe and up the Missouri River on steamboatd and landed at Omaha. How many miles of this could be done was a problem yet to be solved.

After getting all these departments fully at work, I took up the details of the work and will recite them in a chronological order as far as possible.

On May 6th, Mr. Howie wired me from St. Joseph saying there are boats in port all the time and I am trying to get cars up on St. Louis boats. Am sending iron fast from here, and other material. Bridge timber about all gone."

On May 26th, I wrote Mr. Evans to have a line run up Lodge Pole Creek to connect with his Cheyenne Pass line. "You will then proceed to give that portion of the Black Hills that you have already thoroughly examined, a detailed survey so as to settle beyond all doubt the practicability or impracticability of a line over or through them, especially connecting your line running down into the Laramie Plains from the summit eastward on the Divide between Crow and Lone Tree Creeks as described to you by me in person." I also suggested that as a base line for the examination of the Black Hills, that he travel along the crest, taking the elevation by barometer or otherwise, where any approach or depression of them indicates that a road can be gotten through, connecting with the summit of the Cache la

Lodge
Poudre and Pole Creek lines. I said, "You must make a detailed survey through the Laramie Canon. The men can pack through. You can start them in from each end and connect any way you can get a line through so as to give us its levels and topography; also before the party returns, examine the country south of the Cache la Poudre where the North Platte enters the mountains south of Denver and any paases bhtween the Cache la Puidre and the Platte Rivers that indicate they are passable lines. When Mr. T. T.

Brown's party gets to Denver, they can be used for this purpose. What we want is a direct, practical line over the Black Hills as soon as possible, with a further knowledge that it is the best and most feasible one that can be obtained, so that after we have decided upon it and commenced work, no other practical line shall be discovered, that we have not ourselves examined. In making your examinations, I desire you to collect specimens that will determine the geology, mineralogy, agricultural capabilities, mineral resources of the country, also to note fully the timber, stone, coal and everything that will aid us in building and running the road. Specimens collected will be carefully labelled, stating when and where found, and sent in when opportunity offers."

On May 29th, I wrote Mr. T. C. Durant telling him of my organization of the forces, my instructions to the engineers and especially in relation to his instructions as to the survey of the Republican and Denver Line. I said to him:

"The young men working upon depot grounds, I will keep busy in developing the country east and west of the river, having in view the bridge matter. Right of way around the Government ware house grounds is nearly all obtained. I have gotten an extension of the depot grounds for about \$19,000 and General Myers, Quarter-master, at Omaha telegraphed me that he had two million pounds of freight ready to go over the road and all the freight going to the plains would be sent our way." This had been brought about by my appeal to the Government on this question. Mr. Durant had written me and instructed me to organize a prospecting force for the discovering of minerals in the mountains. He had gotten the gold fever.

On June 6th, I wrote him the following letter in relation to this matter:

"I have made arrangements with Mr. James A. Brown, of Colorado to do our prospecting for us; he agreed to return us the Recorded Claims, he paying all expenses for \$20 per day for each day worked.

Mr. Brown is one of the best prospectors in the country and is strongly endorsed. Has been Sheriff of Denver County. I have instructed him to commence at head of Cache la Poudre and work south I want you to send me the names of companies to record claims in, if we record in name of a company. We can, under the law of Colorado hold 1600 ft. as each discovery to each company; name individual companies, say you name the U.P.R.R. Mining Co.: Pacific Mining Co., Union Mining Co., Credit Moberier Mining Co., Credit Fronceith Mining Co., and add such other companies as you deem best. Please have names transmitted to me, so I can get them to Denver by July 1st."

I had received news of the activity of the Southern Pacific people east of the California State line and wrote Mr. Durant in relation to it and told him that we should, if necessary to block

their game, have Brigham Young do more work west of Salt Lake or else run out and work some east from California State line.

Mr. D. H. Ainsworth, who had been at the head of the engineering forces at Omaha when I arrived there, was making the surveys up the Platte Valley.

On June 7th, I sent to Mr. S. B. Reed, in charge of construction on the 2nd Hundred miles profile of the first 20 miles on the 3rd hundred at the same time I sent Mr. D. H. Ainsworth the following instructions; that after finishing the location of the 3rd hundred miles, to run a line up the North Platte to the Sweet Water and up the Sweet Water to connect with Mr. Reed's line run in 1865 from Green River through the South Pass to the Sweet Water in order to connect the lines by the way of the North Platte and Sweet Water with the main line run by Mr. Evans and his party in 1865.

On checking up the measurement on completed road that had been made, I discovered a discrepancy and immediately had the built line rechained and on June 12th, I wrote Mr. Durant that I had had the line tested up to the 100th mile post and that in the chaining I found the former chaining short 960 feet.

On June 27th, I sent the following instructions to Mr. Thomas H. Bates:

"You will proceed to Salt Lake and take charge of the party made up there by Mr. Smither under direction of Brigham Young. You will then proceed to the pass through Humboldt Mountains, discovered by Mr. Reed in 1865 and through which he run a line; his line you will extend down the Humboldt and up the Truckee River to the crossing of the California State line on that stream where you will connect your line with the California division of the U.P.R.R. upon doing which, you will report to this office by telegraph for further orders. Mr. Reed will give you the necessary notes and information for you to find the line and also such other information as will be of advantage to you in making the survey. He will also furnish an invoice of the camp and garrison equiage in Salt Lake, belonging to the company. Any funds needed for the necessary expenses of the party you are authorized to draw upon me for.

Brigham Young, who is a director of the U.P. road, you will consult with on all matters of importance relating to your duty. These instructions are given upon the supposition that the route indicated is so marked and prominent that no other can be found that equals it in direction, feasibility and cost; should there be any other, you will examine it so as to determine that question.

You will note fully the agricultural and mineral resources of the country, the timber and other building materials, collect specimens of the different minerals, labelling each where found; also note fully all that may be of interest or benefit to us in building or operating the road."

On June 11th, I received a letter from Col. L. M. Dayton who had been with Gen. Sherman during ^{all} his campaigns in the civil war and was staying with him as an aide, and he said:

"Had we been in communication before your parties were started out, I should have given up soldiering at once and gone with you. Matters have changed somewhat since then, or at least they have a different aspect. The General will go to the mountains (over your line) in August at the farthest, making a very extensive tour, and I shall, by his request, be retained in service for some time and can accompany him. I have thought best to do so as it will be the very best opportunity by which I can familiarize myself with that country and which will be advantageous to me. In the meantime, I can revise my engineering course of studies which will be to my advantage also. When I go to engineering, it is my desire to be as thoroughly "put up" as possible.

General Sherman left for the East a week since and will return on the 1st or between the 1st and 5th of August and by the 20th, as he thought, be on his way to the mountains.

All that are left of us are well as usual." *John J. Blair* *not P.*

Note
I was in communication with Mr. Blair of the Cedar Rapids and Missouri River Railroad, and also with the Rock Island for the purpose of urging them to make connection with the Union Pacific at Council Bluffs at the earliest possible moment.

On July 11th, I received the following letter from Mr. J. F. Tracey, the General Superintendent of the Rock Island road, showing that there was no possibility of that road getting here in advance of the North-western:

Aug 10th
Sale of M. & M.
"Yours of the 9th received and in reply say--the rumors you mention have never reached us, and if they had, would not have been believed, as I know you have always been the fast and true friend of this road, "through sunshine and in storm." I have no doubt of your election, but if there is anything we can do to swell the majority, let me know and it shall be done.

The M. & M. R. R. and all its lands, franchises, &c. was sold on Monday to the Chicago, Rock Island & Pacific R. R. Co of Iowa and we expect to have sale confirmed early in August. The next step after confirmation of sale is to consolidate the C. R. I. & P. Co's and push the work through to the Missouri River at the earliest possible time. We shall put the work to Des Moines under contract at once and arrange for that west of Des Moines as soon as possible.

We cannot expect at this late day, to reach the Missouri River as early as the North Western, but we hope to be there in due course of time, and shall expect to have a fair chance for the business of the Union Pacific. I know your influence will greatly advance our interest in that direction, and I feel we can confidently rely on it.

I go East next week to arrange for the means to do something west of Des Moines."

On July 4th, in answer to a request from Col. J. H. Simpson, one of the examining commissioners for the Union Pacific road, as completed, I told him that in the sixth section of 20 miles or 4th section examined, there was the following railroad equipment on the road: 11 engines, 81 flat cars; 40 box-cars, 3 passenger cars- 3 baggage and caboose cars, 20 hand cars.

To carry out Mr. Durant's desire for developing the minerals in the mountains and making claims upon them, on July 4th I wrote

with
to General P. E. Connor who had been under me during the war, the following letter in relation to prospecting in Utah:

"In accordance with our verbal agreement, I transmit general instructions as to what we desire. We want one or two (or such numbers as you deem best) prospecting parties put to work to locate mines of silver-gold-iron-~~coal~~ or any other valuable mineral.

Iron and coal we desire to locate as far as practicable where it will be of easy access to our line. We also desire specimens of all minerals with a description as far as possible of their extent, quality, &c. In regard to iron, it would be well to smelt it and send specimens of mineral after reduced. In commencing this work we do not want to incur any more expense than is actually necessary; whatever that is, you are authorized to draw on me for the money, returning by mail proper vouchers.

We also have in view the locating of extensive foundaries in Utah to make our own iron and machinery; and are desirous of obtaining a good location for it with extensive mineral and coal lands near that we can either claim or purchase. I give a list of the companies that you can locate in ~~name~~ of, with names of members of each company

You can add another company to it, placing your own and Judge Carter's name and mine or someone else connected with the Company. The companies are controlled by same men and no doubt, in final arrangements will be owned by same interests."

On July 6th, 1866, I forwarded to Washington the located line of the 3rd hundred miles to have filed under the law of the Interior Department.

On July 22, 1866, I arranged with Mr. A. J. ~~Markham~~ Poppleton for a salary of \$3,000 per year to take charge of all the legal business company of the country. This was a very fortunate arrangement for us. Mr.

Poppleton remained with the company until his death and was not only a very able lawyer but very diplomatic in arranging our questions with the Government very successfully. Many of the standard decisions of the Government on land matters in that early day were made on questions raised by Mr. Poppleton. He made a study of our land and town questions and cleared up our titles so that in after years very few questions arose upon them.

On July 19th, I wrote Mr. Durant that we are laying one and one-half to two miles of track per day and were now running 145 miles west of Omaha; will be in Kearney in September; have let the grading of the 3rd hundred miles and are locating the fourth hundred, which brings us now to the mouth of Lodge Pole Creek.. The Northwestern railway has just concluded a contract which is to ~~bring them to~~ ^{at the earliest possible time} Missouri River, opposite here, by April 1st, 1867 and has commenced work at Council Bluffs; has bought its depot grounds &c. ~~was~~ locating the Northwestern railroad from the Bluffs East for the purpose of aiding them to get through ^{at the earliest possible time} The progress of the work up the Platte

River, before we had fully satisfied ourselves of the crossing of the Black Hills, made it necessary for us to determine where we would cross the Platte River. If we went by the Cache la Poudre route, the crossing should be at or near Kearney, but if on the Lodge Pole route, I did not want to cross the South Platte. I took Mr. ^{S.B.} Reed with me and went to the end of the track and there took team and crossed the Platte at Ft. Kearney.

On July 26th, we reached Morrow's Ranch, near Cottonwood. We discovered a good deal of timber in the hills around Morrow's Ranch and Cottonwood that would be suitable for telegraph poles, piles, etc and found that private parties had been cutting this timber pretty extensively.

On July 26th, from Morrows Ranch, I wrote Col. J. K. Mizner commanding at Ft. Sanders the following letter:-

"Under the act of Congress, granting a charter to the U. P. R. R., and providing the means to build it, there is given to the company all timber, stone and building material for Government lands necessary for the construction of the road. Under that act we respectfully request that you cause the cutting of all timber for speculative purposes to be stopped by all persons whomsoever. We do not ask that ranchmen or others living in the country shall be deprived of obtaining all timber or wood that they may need for their own use, but outside of that we ask that the cutting of timber be prohibited, as our Road is built under the supervision of the Government commissioners and direction.

As a large portion of the funds are provided by Government, we deem it our duty to see that the interests of the road be protected and our building material preserved by the military when lands have not been brought into market."

I had employed Mr. David Van Lennep as the Geologist of the company and I sent him on to Mr. James A. Evans for the purpose of examining the iron ores on the Cahce la Poudre and the coal out-crop along the base of the mountains north of Denver; also the iron ore found on the Chug Water. I wrote Mr. Evans that as soon as he got his preliminary lines over the Black Hills as directed by me, that I would visit him to examine them before the location was made.

On July 31st, I wrote Mr. T. D. Durant that Mr. Evans had sent in the notes on the line from Julesburg to Camp Walback, a distance of 159.61 miles. From Julesburg to Camp Walback, taking a common point west of the Black Hills at or near the crossing of the Big Laramie, the distance from Omaha compares as follows: Omaha, Julesburg, Camp Walback to Junction of Big Laramie, Cheyenne

Pass line, 569.33 miles. Omaha to Camp Walbach, Crow Creek Line to junction at Big Laramie, 589.07 miles. Omaha to Julesburg, LaPorte and Cache la Poudre to junction of Big Laramie, 619.20 miles. I wrote him on deciding on lines through the Black Hills, I desired to know what extra distance the company would be willing to build, so as to bring the trunk line as near Denver as possible; that so far as the surveys now run over the Black Hills, the Cache la Poudre line was superior to all others. I was certain that we had a better line than any of those yet surveyed over the Black Hills.

Mr. Reed and myself, after examining the canons on the south side of the Platte near Ft. Cottonwood and ascertaining the amount of timber that could be obtained there, forded the Platte and went up on the north side to the North Platte and determined the crossing of that stream. We concluded that we could put in a cedar pile bridge; it was a long structure, but we knew that the North Platte never got out of its banks and that the rise in it was only a very few feet. The North Platte is 295 miles West of Omaha

In writing to Mr. Durant of this trip, I told him that from the location we had made, I believed that a pile bridge of cedar would be all that would be required for several years; that the timber could be obtained in that country and the bridge put in this fall. The graders at that time were at work on the 3rd hundred; the work would be easy on the 4th hundred and all good material and I recommended that the fourth hundred be graded that Fall. If we did not, I feared that the track layers would be on us in the spring. At the rate we are now laying the track, we will be opposite Cottonwood by December 1st and have until April 1st to lay to Ft. Sedgwick, Julesburg.

On August 1st, the commissioners examined the fifth section to the 140th mile post.

On August 1st, I wrote to Mr. T. C. Durant the following letter on land matters:

"In accordance with your instructions when here, I have looked up the requisite action to be taken to secure to us the lands belonging to the company along the completed line of railroad.

1st. The selection has been made by Mr. Davis for 40 miles, and to obtain this it is necessary under the instructions of Commission of Land Office, to deposit with authorized depository to the credit of the Treas. of the United States, the amount cost in surveying and plotting these lands. Duplicate receipts to be taken and deposited with Surveying General; cost to be ascertained by applying to Surveyor General of the Territory.

2nd. There must be here on the ground an authorized agent, appointed by the company under the seal, to sell these lands, who makes certificate on each list as shown by exhibit "A". and for each selection of 160 acres, or separate subdivision therefo, he must pay the Register and Receiver therefor, \$1.00. The balance of certificates are made by Register and Receiver; copies of which I have here.

Briefly, the above is what you should do. I see no way that you can make final application for your lands without first depositing the cost of survey, which will be about \$5.00 per quarter section. The lands for the first 40 miles should be selected so that the even sections can be sold to settlers. Also there is a large amount of land here, held by bogus preemption and Homestead claims, that needs immediate attention if we desire to secure it. Only a few days ago I secured a section, by filing against bogus preemption out near Dimonds in Platte Valley, where we propose to put Platte Station.

The first thing for the company to do is to appoint the Agent and let him work up the matter. I have a full knowledge of the lands, and will give him all the information and aid he requires. As soon as he gets the lands you can put them in market. I have called on Mr. Davis for a list of all the bogus filings and Homestead claims he has knowledge of, then after we get them, we must personally examine all the filings to see if improvements have been made and if the parties live thereon."

This was our first selection of lands under the law.

On August 6th, I wrote Mr. James F. Brown, who was in charge of the explorations for minerals, in relation to coal north of Denver, telling him that if the coal mines in Boulder were within twenty miles of the Cache la Poudre, it would be within our land limit, provided we run up that stream, and we were entitled to all the odd sections. If he found any openings of coal on the even sections, which were of easy access and it would pay to work for coal or iron, to enter it. I also instructed him to examine the heads of the Cahce la Poudre, Dale and Poison Creeks, thoroughly for coal.

Mr. L. L. Hills who was running in the Platte Valley the surveys of the 4th hundred miles, sent in his profiles showing the line running close to the river and some points distant, with a thirty foot grade. I instructed him that he would have to reduce his grades on that line.

On August 16th, I wrote Mr. E. L. Talbot, the Chief Engineer of the North-western road, turning over to him the surveys I had

made from Council Bluffs up the Missouri River Valley and notified him that we would open the Union Pacific Railroad on the 20th to Kearney for freight and passengers and that we were then laying two and one-half miles of track per day.

✓ On August 21st, I made requisition from the Government for additional arms for the use of our forces on the road. The Indians were becoming troublesome and I had to arm all our parties. The Government had given the local authorities instructions to issue arms on my requisition and as we opened new work, I furnished each contractor with arms to arm each one of his men, holding him responsible for the arms, equipments and ammunition.

Gen.
In answer to the request of P. St. George Cook, commanding at Omaha, inquiring as to where our engineering parties were, and when we would be through with the escorts, I answered him as follows:

"Party under Asst. Engineer P. T. Brown in Rocky Mountains about 70 miles west of Denver. Party under James A. Evans Div. Engineer in Black Hills, between Camp Collins and Fort Laramie, say 200 miles west of Fort Sedgwick. Party under Asst. Engineer L. L. Hills, locating line between Fort Sedgwick and Black Hills, say 50 miles west of Fort Sedgwick; probably two of these party will be through their work by Dec. 1st. To recall the escorts from any of them would force us to ~~dis~~ continue work, as I cannot prevail upon men to go into the country they are obliged to, without an escort, and I do not consider it safe or prudent."

The escorts for these parties were furnished before you came in command of the posts of Kearney. McPherson and Sedgwick, under orders of Gen. Pope, based on orders on file in Dept. Mo. Head Qrs., from the War Department. Should you desire to change the escorts at any time, by applying to me, I can inform you of their exact location."

On August 23rd, I had received from Mr. James A. Evans, the preliminary line over the Black Hills, using the *Lone Tree* *discovered in 1865 by me.* Divide, Crow Creek Line. I wrote to Mr. Durant giving him the comparison between the new *Lone Tree Divide* line and all others showing that the new line was far superior to any of the others; that the approach to the Crow Creek line from Julesburg, the work was heavier than the approach up the South Platte to the Cache la Poudre and called his attention to the necessity of advising me how much the fuel and minerals in the vicinity of Denver was to control the location, and deciding whether it was better to build a branch from Crow Creek to Denver, 1½ miles and take a straight, through line, or whether they preferred to take the high grades and heavy

work of the Cache la Poudre and only build a branch of 60 miles to Denver. I desired to have their views before I started West for the purpose of examining these lines, and determining upon the final location.

The opening of the road to Ft. Kearney made that a base and as it would be quite an important town, I had had the town laid out and fixed the price of corner lots at \$150 and inside lots at \$100. As they went back from the station, these prices were reduced until corner lots were \$75 each and inside lots \$50 each.

On August 28th, the Commission examined the 6th section extending from the 160 mile post to the 200 mile post; the rolling stock at that time was 15 engines, 127 freight cars, 40 box cars, 5 passenger cars, 6 second class cars, 2 baggage cars and 30 hand-cars.

On August 9th, Mr. Peter A. Dey in writing me in relation to some private matters said:

"I am gratified at the progress of the Pacific road and think your position better in every respect than in Congress; that ~~is~~ if you control it. If subjected to the petty annoyances that I was, even a seat in Congress would be more desirable.

I see that Blair of the Cedar Rapids & Missouri River Road is making overtures to your people and at Omaha, which I think it would be well to accept, but tie him up in contracts so strong (in writing) that you can recover your money and secure damages in case he attempts to cheat you as he did the Toledo and Boomsboro people. Blair is exceedingly sharp and follows up whatever he undertakes very earnestly."

Mr. Dey also made particular inquiry as to the line over the Black Hills, Weber Canon, etc. showing his continued interest in the work.

Mr. L. L. Hills surveys of the 4th hundred were so unsatisfactory to me that I went to Kearney by rail, crossed the Platte with my escort by swimming. Mr. S. B. Reed joined me at Ft. McPherson and Senator Sherman and party met me at Ft. Kearney. Mr. Reed and myself went up the south side of the Platte River to the North Platte and examined the 4th hundred, reaching from about 10 miles of North Platte to Julesburg and made several changes in the line, reducing the grades by increasing the work.

On my return on August 18th, General Sherman, Senator Sherman and Commodore Rogers of the U. S. Navy joined me at Fort Kearney. I reached Omaha on August 22nd.

On the 23rd of August, ¹⁸⁶⁶ Major General George H. Thomas and wife, who was enroute to take his command on the Pacific coast, came to my home in Council Bluffs and remained with me two or three days. He said he stopped especially to thank me for the effort I made and the troops I sent him at Nashville. We naturally went over the Atlanta and Nashville campaigns. General Thomas seemed to be greatly pleased at the credit General Grant had given him for his success at Nashville. He appreciated fully General Grant's anxieties in the matter, but said that everything seemed to be against him. As soon as he was ready, the elements came in. He explained some of the reasons why he did not accomplish as much as he thought he ought to when he broke up Hood's army and had not captured more of it. These things occurred there the same as they occurred in other campaigns and it is very hard when an army starts on a retreat to accomplish much. The captures, as a general thing, have to be made before the retreat commences. General Thomas said that General Grant had given him a choice of commands outside of the Department of the Atlantic and he had chosen the Pacific. His visit with me was a very pleasant one. I could not see any dissatisfaction and he made no criticism against General Grant or any one nor did he show any animosities towards Gen. Schofield, as appeared in his biography that was written afterwards by Van Horn. I think that if he had any feeling of any kind against either, he would have explained it to me because when I served in his department and in the Atlanta campaign, we were very friendly and he often came to my headquarters. He was very communicative and in our talks of the Atlanta and Nashville campaigns, he was very free in giving his opinion on Sherman's ^{movements} and where he thought we succeeded and failed, not charging any failure to any person but simply to the fortunes of war. When we parted, he and Mrs. Thomas went west over the road, and Dr. Rowe and my land agent, Mr. Davis, accompanied him.

On September 11th, I left Omaha to visit the parties west of Denver and in the Black Hills, to make a final determination as to what lines should be located and the approaches to them. There was with me Col. Seymour, Mr. J. S. Williams, Government ^{S Consulting Engineer}

Director, Mr. ^{S. B.} Reed, ^{Deputy of Gaudineau} Mr. J. T. Carter and Mr. ^{Spix} Harbough ^{last two Govt} ^{directors} accompanied me. The Government Directors had been sent out by the Government to investigate some matters in relation to construction and Mr. Williams to especially look over the lines crossing the Black Hills. We reached Ft. Kearney where we remained a day or two looking after the terminals there. We reached Ft. Cottonwood on the 12th and left on the morning of the 13th, arriving at Alkali at 2 P. M. We found the work opened up 10 miles west of ^{O'} Fallons Bluff. Took supper at Julesburg. I met here Col. Porter who was in command of the troops. He thinks the Indians will continue to commit depredations; that the Government did not have forces enough to go after them. It took all the men they had to hold the posts and give protection to the workers on the railroad.

On the 14th, we took breakfast at Riverside. We heard here that forty miles north there was good cedar timber in Cedar Bluffs. A man at Valley Ranch said cedar was about 45 miles from Lodge Pole and hard to get at. Dined at Fort Morgan and arrived at Denver at 11 A. M. on the 15th.

On the 16th, I dined with General Pierce, the Surveyor General and went over thoroughly with him the Government surveys being made with a view of inducing ^{as many} him to make ^{as many} surveys along our located lines as possible in order that settlers might get on the even sections.

On the 17th, I went to La Porte on the Cache la Poudre, stopped all night at St. Vrains. I arrived at La Porte on the 18th and found Mr. James A. Evans and party there. I was halted here by a heavy storm. It snowed all day and the snow was ten inches deep in the mountains and five in the valley and a fire seemed very comfortable.

The farmers have been prosperous here this season. They have good crops of wheat and it is as cheap as in the States. Vegetables are plenty. The tomatoes, beets, potatoes, cabbage, turnips and melons are the finest and largest I ever saw. The Indians in this vicinity are quiet but north they are stealing everything they can lay their hands on. Some tribes are friendly; some hostile and they have stolen more stock, and accomplished more damage the past

summer than a year before when they were all hostile.

The officers and troops I met at Ft. Collins greeted me very kindly and were doing everything they could to protect ~~me~~ on the road. Capt. Laycock furnished me with teams and saddle horses. Several farmers have large dairies, with plenty of milk and butter; the latter seventyfive cents per lb. They churn by water-power; do not set the milk, but put it right into the churn, a little at a time, and let it run day and night until butter comes. It was a new thing to me.

From my place at La Porte, Long's peak, 15000^{ft} above the sea, and about thirty miles to the south-west, was in plain view and covered with snow, while to the north, Laramie Peak about one hundred and sixty miles distant, some distance out on the plains, could be seen. ^{Near LaPorte} This was the commencement of the Black Hills as they turned off from the main rocky range and the country was broken into hills and mountains as far as the eye could reach to the west, and north, while at our feet, and as far as our eye could reach East, was a level, unbroken plain. The mountains were covered with forests of spruce, pine and cedar.

The country around La Porte was beautiful and the valley of the Cache la Poudre very inviting.

On the 20th of September, I took Mr. Evans with me and started north to examine the line over the Black Hills and the road to Box Elder, then up that stream to the canon, ten miles. The valley was broad at the head but grows very narrow. We went up to the head of the Box Elder, some twenty-four miles, then north-west about six miles more and nearly west, going through the sedimentary rocks and reaching the head of the South Fork of Lone Tree.

On the 21st, we moved to Lone Tree and passed Jack Springs at noon, bore north-west, camping under Long Butte and two round Buttes. Lone Tree has a narrow valley, crooked, and runs from this point a little east of south.

On the 22nd, I followed up the base of the mountains to Crow Creek where our line crosses. All the tributaries running into Crow Creek rise within 20 miles of Lone Tree. Many rise between the Lone Tree Divide and fall gradually to Crow Creek. We went down Crow Creek for six miles, the stream bearing strongly east as far as I could see them crossing made about ten miles.

On the 23rd, we camped at 10 P. M. on Lone Tree near Rock Buttes. They looked like monuments. We had to camp without water or supper. We were very tired as it had been hard travelling in the valley of Lone Tree.

We spent the 24th in following up the line on Lone Tree divide to the summit going almost over the ground which I travelled when I came down from the summit trying to avoid the Indians in 1865. The closer I examined the line and the country, the more satisfied I was that this was the line that we should build. The preliminary surveys over it were much more favorable than I had expected and indicated that we could get a good 90 foot grade not only on the line on the East slope of the Black Hills but also on the Western slope going down into the Laramie Plains and the line was very direct. ✓

I returned from here to La Porte and found Mr. J. S. Williams, the Government Director and Col. Seymour, the Consulting Engineer there. I went to work with Mr. Evans to work up the maps and profile on the Lodge Pole ^{Line} and sent order by Mr. Chesborough to Mr. L. L. Hills to locate lines out of the Lodge Pole to the Crow Creek crossing, so as to see what the approach from the Lodge Pole to this point would be. I also sent word to Mr. Hills to run up the South Platte to the mouth of Pawnee and run up the Pawnee to Crow Creek Crossing.

On the 25th I started from La Porte to examine the Cache la Poudre line, following it to Virginia Dale. The line near Stone-wall Canyon needs careful examination with a view of keeping grade up and keeping to north or south of Canyon. After passing Stone-wall, the depression beyond Poison should be made if possible by running to an 85 ft. grade.

On the 26th, I left Virginia Dale, following up that Creek to the line which keeps on the mountain slopes and rises very fast to crossing of Dale Creek. A very good crossing could be obtained here. There is a maximum grade of 116 ft. on the line up to Antelope Pass and the work heavy, and it is not to be compared with the Lone Tree Creek line.

On the 27th, I went to Fort John Buford and stayed all day. Met Mr. Hendry, formerly of Council Bluffs who had a saw mill running in the Black Hills, where there is plenty of spruce and pine on the west side fit for timber. On the east side mostly pine and good tie timber on Rock Creek. 40 miles west good coal they claimed could be found.

On the 28th, I started with an escort of twenty men to examine the new Crow Creek line between Laramie Plains and the summit. The line climbs the slope of the Black Hills bearing to the south and holding to the Bluffs thence to the north-west, increasing distance between Summit and Dale Creek. I camped at Dale Creek. I examined the line at Dale Creek to the crossing of Granite Rock. I saw that the line could be materially changed here and their grade, which was about one hundred feet, could, without difficulty be reduced to 90 feet. I crossed the summit at what was then known as Evans Pass and camped on Lone Tree Creek. We ran into a large drove of Elk.

This examination of the Western slope of the Black Hills convinced me that unless the company was willing to surrender grade and distance for the purpose of being near Denver, it was the line that would be adopted and I therefore gave immediate attention to getting the approaches from the East run so that I could have a continuous line from Julesburg to the Laramie Plains at or near old Ft. Sanders, now known as Ft. Buford.

I returned to La Porte on Octobwr 1st and telegraphed to Mr. Durant. Mr. Jesse L. Williams and Col. Seymour were still here; they were both wedded to the Cache la Poudre line. They did not go to examine the Black Hills line but I saw that they were going to use their influence for the La Porte line.

I went to work here with Mr. Evans on the Crow Creek line with a view of placing upon it the changes I had suggested so that I could have a map of it to present with my report.

On October 2nd, I visited two of my old mountain guides, John Bennett and Antoine Janis. Janis has made his home near La Porte for many years. He has a large family and is one of the most reliable mountain men. His brother, Nick Janis was a guide for me during the Indian campaigns, both of them large, finely developed men. I tried to induce Janis to get in communication with the Indians who were troubling me so on the railroad but he told me it was no use that they were greatly dissatisfied and the fact that the Government was using the military road from ~~Fort Laramie~~ through their country to Montana and in violation as they understood it, to the agreement made with me at Ft. Laramie, which he said was not being carried out that there had been no peace Commission to meet them as agreed upon and I saw that he was bitter in the treatment the Government was giving them.

I cannot understand the policy of the Government. After prohibiting me from punishing these Indians, they seemed now to be paying no attention to their depredations, letting the railroad company and emigration take care of themselves. My visit with Janis was a pleasant one and we talked over old times. He was very anxious for me to stay but I had to return.

On Oct. 3rd I arranged with the telegraph line to have a talk with Mr. Hills. He was then 468 miles west of Omaha with his location and six miles East of Ft. Morgan on the South Platte. I gave instructions as to running up the Pawnee Creek instead of returning to the Lodge Pole so as to utilize the work and save time. I was also to work with Mr. Evans in laying the grades on the new Crow Creek line. I sent for O'Neil's party to come to La Porte and was satisfied waiting there to see them.

On the 4th of October, ¹⁸⁶⁶ I wrote the following letter to my little daughters, Lettie and Ella:

La Porte

"I have been waiting here three days for a party out on Crow Creek to come in, and I begin to be anxious for their safety. They should have been here three days ago. The weather is clear and warm and reminds me of Indian summer, while the mountains that tower ten thousand feet above us are covered with snow half way to their base. The rest of the way, green foliage shadows the rocky cliffs and spruce, pine and cedar, over one hundred feet high look like small bushes.

One of the parties over in Middle Park were driven out by the snow. They lost their mules and provisions; the snow being two feet on a level in Park and fifteen feet deep on the Range. What do you think of that?

I have seen plenty of elk, antelope, wolves, grouse, &c. and before long the snows will drive the grouse down on to the plains, so they will be plenty. Right here where I am stopping is quite a settlement of old mountaineers- Frenchmen who have Indian squaws for wives and lots of little half breed Indian babies. They go trotting around with a bow and arrow, with buckskin leggins and moccasins and look very funny. On their little farms they raise fine melons, potatoes, squashes, beets, onions &c. and from Salt Lake, six hundred miles west of here, we get good apples, pears and peaches. Only think of it! away among this dessert, six hundred miles from home, right under the mountains where snow never disappears the year around, you can get more fruit than you can in Council Bluffs and better vegetables.

For three weeks I have been travelling over these mountains up and down, and in many places we had to lead our mules and pick our way very carefully, for if we slipped or fell down, we would go thousands of feet. I want to get home now. My work is nearly done and I am anxious to hear how well my little girls have been doing. A little bird told me that Ella got a whipping since I have been away, and Lettie lots of scoldings. I want to hear you play on the piano and see how much you have improved, and above all, I want to get a kiss to little Annie and see if she has forgotten her papa.

When I leave here, I shall go to Boulder, 40 miles south of this place to visit one more of my parties then I shall go to Denver to take the stage; then to North Platte to look at the bridge, and then take the cars for home. Until I get there be good girls-mind mother and learn all you can. When I see so many children out here without any opportunity to even learn their alphabet-many of them nearly men and women- I often think if Lettie and Ella could see them they would loose no time in school. They never saw a railroad, a steamboat or even the most common furniture in a house."

1866

On October 7th, O'Neill's party arrived at 11 A. M. They had run down Crow Creek for thirty-five miles, then ten miles ~~north~~^{south} west, to the South Platte, with a good line. This gave me a connection from the South Platte near the mouth of the Cache la Poudre directly to Crow Creek crossing. To my astonishment, where the Crow Creek turns south, it gets within six miles of Pine Bluffs which is very near the new line that was proposed from Lodge Pole to the Crow Creek Crossing. On this same date, I gave Mr. L. L. Hills the following instructions:

"Mr. Evans' party has returned from running line down Crow Creek. It appears to run about due east for 35 miles to Station 2690 then for 16 miles to Station 3555. It runs south east, then north west to Station 3833, then south to Platte 24 miles. Valley part of the way bad and crooked. After running your line up Pawnee Creek, to intersection with Evans' Crow Creek Line, I want you to examine country between Cache la Poudre or Lone Tree and Pawnee Creek, so as to get the best line possible to Evans' Crow Creek crossing, having in view a main line to the east, and also a connection with Denver by a branch from that crossing. Mr. O'Neil says, a good line can be found by starting out of his line in Crow Creek at or near Station 3555, and taking divide between Crow Creek and Cut Bluff Creek. He run out on that divide nine miles, continuing his line to Platte, keeping East of Crow Creek.

At Station 1900, or about, you can get out of Crow Creek to West, and run down on divide towards mouth of Cache la Poudre, crossing Howard's fork of Crow Creek and Coal Creek, keeping on divide between that and Lone Tree and on West side, striking Platte at or near mouth of Cache la Poudre. At Station 2072, a large basin lies out west of Crow Creek and you will have to try White Bluffs, probably,

to avoid its rim. It is very important that we should fully develope the country east of Evan's line down Crow Creek and west of it, towards Cache la Poudre, and if necessary to do it, you can spend the rest of the season in running lines through that country. Mr. Evans leaves today for his crossing of Crow Creek to run across to Lodge Pole. He will then be at work west of Crow Creek in the Black Hills."

On October 7th, I sent the following instructioned to Mr. James A. Evans:

"As soon as practicable, you will extend the New Crow Creek Line to the Junction with Lodge Pole Creek, then commence location of the new Crow Creek Line in Crow Creek Valley, and locate West over Black Hills as far as weather will permit. Having examined the preliminary line with you, it will not be necessary for me to mention in detaily my views as to changes to be tried. The location wil be made with a maximum grade not to exceed 90 feet per -ile, and as short a distance as the ground will admit of, and maximum curvature not to exceed 6 degrees per hundred feet.

When weather closes in so that it is impracticable to keep party in camp, you will return to Omaha to make up your report of summer's work and place party in winter quarters on Dale Creek under Mr. O'Neil. They will put up a co. fortable log house for themselves and stock, and use all fair days during the winter in running preliminary lines over the different crossings of Dale Creek, through the gorge and along the crags at the forks and such other lines as you may deem best, in order to give us a full knowledge of all crossings and approaches to Laramie Plains. They will carefully cross section the line located and the most favorable distance on any line from the summit to Laramie Plains, provided you should not be able to terminate location to the plains.

During the winter, an accurate daily record of the climate, weather, winds, fall of rain and snow will be ~~kept~~, also a careful note of the rise and fall of the streams in the black Hills and all other information that will be of service to us in locating, building and running the road."

On October 8th, I started to join P. T. Brown's party at the head of the Boulder and examined the Marshall mine. The coal vein in ten feet thick, 100 feet in from the out-crop. I followed up the South Boulder Canyons nine miles from the base of the mountains, then opened into a valley. We went up North Boulder Canyon for 12 miles. The Middle Boulder Canyon is two miles after leaving North Boulder.

I arrived at Brown's party at 9 A. M. at ~~on the~~ top of Boulder Pass. We had a terrific snow-storm in the mountains. I saw that there was danger of our losing the party. The snow had fallen several feet and we were on the extreme ridge trying to get down into the Middle Park. It was impossible to make the mules face the wind which was coming from the east with terrific force. I saw that ~~thing~~ the only ~~way~~ ~~do~~ do was to get the party down to the Boulder Creek. I took the packs off of the mules and let them run and we moved down into the valley and into a building that had been erected there by

Fitz John Porter to put in ^{stamp mills} for mines that were near there. The mules drifted over into the Middle Park and I supposed that we had lost them but they went up to the Sulphur Springs where some of the old mountain men had cabins and there they wintered. Early in the spring, these mountain men told Mr. Henry M. Teller, who was my attorney in Central City, that these mules were there and they were returned to us. This was quite a lesson to us, showing that animals could live in the winter even in that high altitude, wherever they could get grass or browsing.

The 10th of October was election day. We were in the mountains and I had forgotten all about it.

On the 11th or 12th, after I had gotten the party down into Boulder Creek, Mr. Henry M. Teller brought me a large package of telegrams from all parts of the 9th district of Iowa notifying me that I had been elected to Congress by the largest majority ever given in that District. I think I am the only man who has ever been elected, ^{to Congress} who forgot the day of election. When I opened the telegrams, I showed my astonishment in such a way that the party ever after told a great many stories about it; however, it was very gratifying to me to receive the *information* for I had not been in the district to take any part in the election during the campaign. Our examination of Boulder Pass showed it to be 250 feet higher than Berthude's Pass, still a railroad could be put over this pass, by a long tunnel, but the grades would be very heavy and the work far beyond anything that we could accomplish. I was satisfied from this survey that it was impossible to get any line west of Denver which would compare with any of the lines to the north *of the Cache La Poudre*.

I started Brown's party immediately for Julesburg for the purpose of running the line from Julesburg up the Lodge Pole to a connection with the line over the Black Hills at Crow Creek Crossing.

I crossed over from Boulder to Rawlins Mills.

On October 12th, I reached Denver and took dinner with General Palmer and wife and Mr. and Mrs. Searle from Salem, Massachusetts.

Brown's party came in and started for ^{Fort} Sedgwick. *Julesburg*.

On October 13th, I took the stage and started East. At Box Elder, the station 34 miles east of Denver, a well which was down 40 feet had struck a 10 ft. vein of coal. There were six passengers in our stage. We went to Living Springs to dinner at 2:30 P. M.

On the 14th, we reached Twin Mounds opposite Antelope Station. It commenced raining very hard. We reached Julesburg for supper. I received a dispatch of election returns showing that Iowa had gone over forty thousand majority for the Republican party.

On the 15th, I reached Alkali for breakfast. It rained all night and was dark and stormy. We went to Cottonwood for supper.

On the 16th, I reached the end of the track and then went into Omaha.

On the 20th, I received a letter from Mr. T. C. Durant outlining ^{proposed} his visit to the line of road with a large number of eastern capitalists and their families and giving me instructions in relation to the handling of them and their treatment on their arrival here; said he would ~~writer~~ like to have some Indians camped near so that the party could see them, without going far, if it could be done. He also wanted, if possible, to give the party a chance to shoot at Buffalo and wanted me to arrange to have 15 or 20 ponies, with guides, to go for buffalo, if they are to be found within 30 miles of the road. He was going to take a small printing press. He said they would have music with them also photographer, waiters, cooks and provisions of all kinds, and bedding and blankets enough for this party of about one hundred and forty. Thirty more were expected to join at Omaha and he instructed me to extend an invitation to Governor Sanders and wife, Generals Cook and Myers and wives and their military families and the editors of the Omaha and Council Bluffs papers, Indian Superintendent and Agents, Judge Baldwin, Mrs. & Miss Dodge, Mrs. Snyder and Miss Reed, Mr. Frost and Family and Mrs. Hoxie, Mr. ^{the} Poppleton and ¹ State Treasurer. He wanted me to get a buffalo and antelope if possible and game of all kinds., and to have as many

locomotives set up as possible.

I immediately sent to the Quarter master, General Myers, who had served under me, and obtained tenst enough to camp the whole party. I set up the first camp at Columbus on the Loup Fork River. I put it in an immense circle and had a large amount of wood hauled to put a bonfire in the centre. I sent for Major North who had had command of the Pawnees during the Indian campaigns under me and requested him to select about 50 or 60 of the best Indians, put them in their war paint and bring them down to the other side of the Loup Fork, camp them there and I would come after them at night, take them into the camp and give the people a surprise. All the people who were invited attended and two train loads left Omaha. We reached Columbus early in the afternoon. The party, very much pleased with everything, went into camp. There was a large number of ladies among the crowd. I had all the arrangements made for them to have a good feast of all kind of game. What game we had not killed we invented.

About three o'clock the next morning, I took an engine and car and went across the river to where Major North and his Pawness were encamped. I had not told the party what was in store for them. A good many of these Indians had never seen a railroad. A great many of these Indians had served under me. When I got to their camp, after having the usual pow-wow with them, I told ^{Major} North to put them on the engine. They hesitated so I stepped on to the side boards of the locomotive, put my hand on the guide rods where they could see me, and instead of getting them into the ~~car~~ where I wanted them, they all jumped on the engine and tender, every one eyeing me. After they were all on, Major North said they would not go any where else except where I was, because then they knew they would be safe. We backed into Columbus just about daylight. When I landed a little distance from the camp and jumped off of the locomotive, every Indian jumped with me. I then gave Major North instructions to go into the camp with a war-whoop. They filed up and formed in the opening of the circle. Everyone in camp was asleep. The Indians went in with their war-whoop and immediately heads could be seen in every tent; they were all greatly excited ^{but I calmed them by telling them it was a friendly visit} ^{peeping out from} were soon dressed and outside.

The Indians gave them two or three of their dances around the great camp fire, and entertained them until breakfast time. I think everyone in the party gave the Indians presents, generally money so that they were all happy. After breakfast the Indians circulated around through the camps. A good many of the Pawnees could speak English, therefore had a good time and I think begged everything in sight.

This visit of the Indians pleased Mr. Durant very much and helped to make the excursion a great success. The party went out to the end of the line, then returned East. There was a good many men of capital in the party, people who had been promoting the road, bankers who had been selling the bonds and some people from abroad whom Mr. Durant was trying to get interested in the enterprise. Many of those whom I talked with were very skeptical about the future success of the enterprise; however, they say the better part of Nebraska, which at that season of the year was not as inviting as it would have been in the spring but still they were a good many crops in the fields along the line, which showed prosperity, and a good many settlements as far as Columbus. There was virtually nothing between that and Ft. Kearney. The representatives of the press with the party took full notes of the road. I had had prepared in my office, ready to turn over to them, such information as I knew would be attractive and of benefit to the road and they used it, adding a great deal of romance to it so that the Eastern papers were full of the excursion and books were written upon it. The result of the trip was the negotiation of ~~some~~ many of our bonds. There is no doubt but what the excursion had a very beneficial effect upon the East and while it must have cost a great deal of money, from a sight-seeing point of view, it may be considered as very successful.

Right after the excursion, I went West to select the station grounds at North Platte, which was to be a division point. I selected a large acreage of lands for the railroad station, division station and sidings for the future. I went upon the principle that it was best to take all the property needed or that every would be needed while the land was ~~vacant~~ and that policy has been of the greatest benefit to the Union Pacific railway, for the large number of acres

at some of its points, 160 to 640 acres of land which were selected at that time, is still held today and is of great value to the property.

On November 12th, I received a letter from my old friend Col. M. R. Morgan, the Commissary of Subsistence at Ft. Leavenworth giving me the army news as follows ;-

"I have ~~sent~~ out to Ellsworth in regard to the subject of Buffalo Tongues for General Dodge. I told them that if they had none there, to send out to Fletcher, which is now occupied by two companies. I hope they will have a good time.

I am very much pleased with the result of the elections throughout the country. I am not as radical as you are, but sufficiently so to rejoice that the so-called democratic party has not triumphed. I would always prefer that we have two parties and that they should be very nearly equally divided, but the present time is an exceptional one, but I have no business to write anything about politics. I simply want the party who conducted and carried on the war for the Union to remain in power until the questions which caused the war are settled. I heard a friend of yours say that if you had not made any speech at all when you were nominated, you would have been sure of an election, but even as it was, there was no chance for Tuttle.

Hancock is up here and we have Chauncey McKeever for Adj't. General. Easton is, I am sorry to say, Chief Quartermaster. Fred Myers is still lame and has received no orders. He is 7th Lieut. Col. I doubt if Wm. Myers is more than Major. I hear that Ed is Junior Lieut. Col.

Gen. Hoffman declined to go out to New Mexico this fall and I do not think he will get the offer again. Carleton is kept there. Davidson is to be Inspector General of the Department until spring and Penrose Judge Advocate.

I do not think they have selected the best men from the Vol's. for the new appointments and thought perhaps they would not have them. You may have cause to think Grierson a fine soldier. Perhaps he is. Carney would not sell his property and in that respect, if in no other, he is a sensible man. Col. Jennison was defeated here in the recent election. This looks as though Leavenworth was getting some ideas of decency into its noddle.

Junction is getting to be a big place. I will sell you a lot if you say so at a good round price "being as its you." Col. Small has been ordered to Thomas at Louisville. He is much pleased. Haines is much pleased at being offered Boston. They first offered him Louisville but he declined it."

On November 15th I started east for New York for the purpose including the lines over the Black Hills of presenting the work of the season to the Board of Directors and also for the purpose of making plans for the work during the next year.

On November 18th, I received the following letter from Mr Henry Farnam who was in Paris:

"Yours of the 16th of July was received the first of this month on my return to this city after a month's absence which I have been spending in England, Scotland and Ireland. I am right glad to hear from you, and more than happy to learn from another source that your chances are good for taking a seat in the next Congress. I have not lost sight of you during our four year's struggle for a national existence, in which you have taken a glorious part, and although it has not been convenient for me to write you during that time, I have nevertheless appreciated your every effort during that terrible struggle and it now gives me pleasure to resume our old

acquaintance and correspondence.

I am glad to learn from you that there is a fair prospect that Council Bluffs will be reached by a railroad. It would doubtless be gratifying to my pride to have been the first to reach the Missouri by rail, as I was the first to reach Chicago (from the east) and the Mississippi, and the first to lay the iron track and plant the locomotive in Iowa. But by action of circumstance beyond my control, my train became overloaded with brakeman, whose interests it was to stop the train for a time, and to get me off, hoping, I suppose, that by so doing they might get on better. You know too well all the circumstances to make it necessary for me to peruse the subject further at this time.

I return herewith, properly executed, the deed you sent me of lots No. 9 and 10 in block 43 and lots No's. 12 and 13 in block 61 in the Riddle Tract division in the City of Council Bluffs (for the sum of \$500 not to be paid) which deed, please deliver to Messrs. Blair & Walker at your discretion, as suggested in your letter. If it is not inconsistent with your arrangements with B & W. make them pay you for your trouble in getting this deed and any little expenses you may have been to, such as postage &c."

I arrived in New York on the 19th and stopped at the St. Nicholas hotel. I was in New York several days working on my report and consulting with the company. On November 22nd I submitted my report to them of the lines crossing the Black Hills, which was as follows:

Ch. Engr's Office U.P.R.R.C.
Omaha, N.T. Nov. 15, 1866.

T. C. Durant, Esq.,
V.P. & Gen.Mgr.U.P.R.R.,
20 Nassau St. New York.

Dear Sir--I have the honor to submit the following report of my examination of the different railroad surveys across the Rocky mountains from Denver to Laramie Canon, and of approaches to them from Julesburg.

I shall consider them separately:

I. The crossing of the mountains.

DD. The approaches from the East to the base of the mountains.

I. The Crossing of the Mountains.

The preliminary lines via Clear Creek and Berthoud Pass to the Middle Park, were run by Mr. P. T. Brown, Asst. Engineer. Also the reconnoissance of pass at the head of the tributaries of Clear and Boulder Creeks. I gave these lines a personal examination but obtained the data for them from his surveys.

Lines West from Denver.

I. The Clear Creek and Berthoud Pass Line. This line leaves Denver, and runs directly over a rolling prairie country to Golden City, a distance of 14 1/2 miles. The grades are heavy.

A better line could be obtained by following the Platte River Valley to the mouth of Clear Creek, then up Clear Creek to Golden City, entering the canon at that point. This line increases the distance four miles, but materially reduces the grades.

At Golden City, Clear Creek Canon is entered and following 15 3/4 miles.

The greater part of the way the canon is close, crooked and its sides precipitous. It requires several twelve degree curves. There are 9 $\frac{3}{4}$ miles of curved line, with a total deflection of 4662 degrees.

Also 6.1 miles of tangent.

4,975 feet tunneling.

900 feet truss bridging.

About 190,000 cubic yards rock excavation, excluding tunneling.

Also 160,000 cubic yards of loose rock excavation and 50,000 yards of earth excavation.

yards of earth excavation.

In passing through the canon, the bed of the creek descends 1,544 feet in $15 \frac{3}{4}$ miles. For the greater part of the distance it requires a maximum grade of 116 feet to the mile.

Above the canon, as far as the Forks, the valley widens, and the grade varies from 60 feet to 95 feet per mile. Above the Forks, the bed of the stream rises rapidly, in some places 300 feet to the mile. To overcome this elevation, the line follows the slopes of the mountains up the tributaries of Clear Creek and back until it reaches Berthoud Pass.

The grade is a maximum of 116 feet per mile the entire distance. Berthoud Pass is eighteen miles from the Forks of Clear Creek.

Berthoud Pass is a depression in the Mountains on the north side of Clear Creek, its direction being almost north and south. Its elevation is 6,124 feet above the Platte River at Denver, or 11,304 feet above the sea.

To pass the mountain here, it will require a tunnel 31 miles in length, the entrance being 1,364 feet below the summit.

After passing the mountain, it requires a maximum grade, for 11 1/2 miles, to enter the head of the Middle Park, where we reach grades that for five (5) miles, average 75 feet to the mile. The total amount of truss bridging on the line from Denver to Middle Park via Clear Creek and Berthoud's Pass, is 4,445 feet.

I submit the following table of grades, which indicate the impracticability of the route as compared with either of those crossing the mountains further north--

Grades from Denver to Berthoud Pass.

11.435 miles. . .	Level.
0.341 "	0 to 20 ft. per mile.
6.417 "	20 " 40 "
2.765 "	40 " 60 "
4,924 "	60 " 80 "
3.200 "	80 " 100 "
41.250 "	100 to 116 "
58.332 " total distance from Denver to Tunnel.	
3.1 " Tunnel	

Descending West to Middle Park:

11.25 miles grade of 100 to 116 feet per mile.

5. " 75 "

77.682 " total distance from Denver to Middle Park.

2. Boulder Pass.

This Pass is approached by South Boulder Creek or by Middle Boulder Creek. Both of these have canons nearly as long and bad as Clear Creek Canon.

With a shorter distance to the foot of the Pass than the line to Berthoud Pass, the elevation is 11,700 feet above the sea. Using all distance which can be gained running up by South Boulder and back again, with a maximum grade of 116 feet, it will require a tunnel of 5.99 miles in length.

This route (the Boulder Pass) having all the disadvantages of the route via Clear Creek, and Berthoud Pass, I deem unnecessary to further dwell upon its merits.

The passes leading from the tributaries of Clear Creek that were examined, are:

Argentine Pass, at the head of Leavenworth Creek (A branch of South Clear Creek.)

Quail Creek Pass, at the head of Quail Creek (Branch of South Clear Creek.)

Jones' Pass, at the head of the Middle Fork of the North Clear Creek.

Vasquez's Pass, four miles West of Berthoud Pass.

Also a Pass at the head of Fall River.

And, a Pass at the head of North Boulder Creek.

Argentine is the highest of all the Passes, nearly 13,000 feet above the sea; and Berthoud Pass is the lowest.

Berthoud is the only one it is practicable to reach with a grade of 116 feet per mile.

The examination of the mountains immediately west of Denver

has settled the question as to the feasibility of the road crossing them in that direct--for no line that can be obtained can compare in cost, grades, distance, direction, and obstructions from snow, with any one of the lines crossing the Black Hill Range of the Rocky Mountains.

While running this line, Mr. Brown had to cross the mountains twice, with snow 15 feet deep; and on September 8th his party were driven off of the mountains by a severe snow storm, having to abandon the transportation and stock and make the valley on the east side to save his party, waiting for a change of weather to return and finish his surveys.

So far as our explorations indicate, even if we could cross the mountains here, we should have also to cross two secondary ranges, and bear strongly north, making a crossing of Green River, near the crossing of Mr. Reed's and Mr. Evans' lines in 1863 and 1864, to obtain a practicable line over the Wahsatch to Salt Lake.

The impracticability of the line west of Denver being determined, brings us to a consideration of the

Black Lines through the ~~Barck~~ Hill Range of the Rocky Mountains.

The formation of the Ranges, its peculiar features, the course of the streams leading to and through it, enable us to obtain practicable lines, although the extreme height above the plains is greater than at Bridger's Pass, or at South Pass. Through the main range good grades are attainable with a limited amount of work.

This Black Hill range juts off from the main range at the Cache la Poudre River, and trends almost due north to Laramie Peak. Here the range again divides, one ridge winding to the west, following the course of the North Platte River to the Sweet Water River, where it runs out in the general high elevation of the country, emerging into what is known as the Rattlesnake Hills.

The other range trends northeasterly to the great bend of the Belle Fourche Fork of the Cheyenne River, and is afterwards traced to and north of the Missouri River by the prominent detached mountains and buttes so well known in that country.

Cutting this range ~~strand~~ of mountains at nearly right angles, and passing entirely through them, are the Belle Fourche, Cheyenne, North Platte and Laramie Rivers. All run through canons for a distance of 25 to 75 miles, and so far as we have examined, give a natural fall to the water of from 140 to 210 feet per mile.

These canons are impracticable for railroad purposes.

Over this range of mountains Mr. J. A. Evans, Division Engineer, has run five distinct lines, and has examined numerous others.

The lines which have been surveyed are the

Cache la Poudre,

Crow Creek.

Cheyenne Pass.

Laramie Canon.

Lone Tree and Crow Creek Divide Lines.

Heavy grades, work direction, snow and other obstacles had determined in our own minds, beyond a doubt, that no line north of Laramie Canon could be found crossing the range that would compare favorably with the lines south.

We are, therefore, in our examinations, confined to lines run south of Laramie River.

The salient feature of the Black Hill Range, between Laramie Canon and Cache la Poudre River, is, that the greatest height of the range is at Cheyenne Pass--the mountains descending each way from that point. The plains at the base partake of the same characteristic, reaching their highest elevation near Camp Walbach, and descending each way toward Cache la Poudre and Laramie River.

The height of the range at Cheyenne Pass (head of Lodge Pole Creek) is 8,656 feet.

At Antelope Pass (near the head of one of the tributaries of the Cache la Poudre) 8,050 feet.

And Sybelles Pass (near Laramie River) is . . . 7,020 Feet.

The altitudes of the plains at the base are as follows:

At Camp Walbach (base of the Black Hills at Cheyenne Pass) 7,040 f

La Porte (at the debouche of Cache la Poudre River) 5050 feet.

Laramie River, at mouth of Canon. 4,800 feet.

It therefore appears that while the summits of these mountains rise only 606 feet from Antelope Pass to Cheyenne Pass, the plains at the base of the mountains from La Porte to Camp Walbach rise 1,990 feet showing that we should seek a crossing as near this point as practicable, to avoid overcoming nearly double the rise in the same distance.

Mr. Evans, this year, run a line through Laramie Canon:

The distance through, in a direct line, is 14 miles.

" " by the Canon 25 miles.

requiring a maximum grade most of the distance, and the work so heavy that it is impracticable for railroad purposes.

We are, therefore confined, in a crossing, to a choice between Cheyenne Pass and Antelope Pass.

In this crossing, while we have a distance of some sixty miles north and south, to examine on the east base of the mountains, on the West side, we are confined to a distance of some ten miles; the debouches of the Cheyenne and Antelope passes being within that distance.

All the lines that have been surveyed, also determine the fact that crossing the mountains by the valleys of the streams is impracticable. All the streams canon in the mountains, are tortuous, and give great curvature and bad direction. Moreover, near the sources the rise is so rapid that we cannot reach the summit with our grades, except by tunneling.

We are therefore, compelled to take the slope of the mountinas leading to streams, or the divides between the different streams.

Another controlling feature is, that wherever the granite and sedimentary rocks come together in these mountains, there is generally an abrupt rise of from 500 to 1,000 feet which it has been foun impracticable to overcome, on all divide lines, except one --The Lone Tree and Crow Creek line.

And this is the line I propose to consider.

I shall not discuss or give details of the Cheyenne Pass line, which has been found impracticable, for want of distance to overcome elevations; nor the Cache la Poudre, nor the old Crow Creek lines, except comparatively, as the reports of Mr. Evans, of '65 and '64 disclose fully their prominent features.

With the profile and cost of these, both yourself and the company are familiar.

Lone Tree and Crow Creek Divide Lines.

This line commences ascending the mountains in the valley of Crow Creek about lat. $41^{\circ} 10'$ and longitude $104^{\circ} 47'$.

The divide line between Lone Tree and Crow Creek is reached with easy grades and light work.

It crosses the junction of the sedimentary and granite rocks at a point where they come together at nearly the same level; and it is the only point, so far as discovered, where this occurs in these mountains. At this point an elevation of 1,169 feet is reached in 18.1 miles, being the same meridian on which all other lines have to commence their ascent.

The mountains, at this point, run out into the plains in a succession of ridges, some twenty miles in length, while at all other points the mauntains end abruptly, falling in one mile at the base from 500 to 1,500 feet.

The line follows the ridge between Lone Tree and Crow Creek, making the summit at Evans' pass, with an elevation of 8,242 feet above the sea, thence to the crossing of Dale Creek near its head, thereby avoiding the heavy crossing made by the Cache la Poudre line, it crosses the divide between Dale Creek and Laramie Plains, just north of Antelope Pass; it then immeidately descends, with a uniform slope, to Laramie Plains, giving us a grade, descending west not to exceed the maximum grade ascending west.:

The line has the same feature in its descent that is common to all other lines. The ascent to be overcome to reach the summit on this line is 2,128 feet in 31.72 miles; while by Cahce la Poudre line we have to overcome 3000 feet in 42.5 miles and by Cheyenne Pass, 1,616 feet in 14.56 miles.

The comparison of grades shows total ascent on Lone Tree and Crow Creek divide line of 2,210 feet.
A total descent of / Total ascent and descent 2,865 feet.

655 "

On Cache La Poudre line ascent	3,535 feet.
descent	1,054 "
Total ascent and descent	4,589 "

This shows 1,724 feet more of ascent and descent to overcome on the Cache la Poudre line, than on Lone Tree and Crow Creek divide line.

On the Cache la Poudre line, I think, from an examination of the country, at least two-thirds of the maximum grade can be reduced to 100 feet per mile; but it will materially increase the work, and may require a tunnel where the sedimentary and grainite rocks come together.

While the grades on the Lone Tree and Crow Creek Divide line can all be reduced to 90 feet per mile without materially increasing the work. In fact the location of this line will materially decrease the work.

The alignment and direction is far superior to those of any other practicable line, and will not require a curve to exceed six degrees; while the Cache la Poudre line requires curves of at least twelve degrees.

It is free from canons; following a divide, it has comparatively little bridging, not one-third the amount required in Cache la Poudre route. Only one bridge of any magnitude will be necessary, viz., at the crossing of Dale Creek, 450 feet Howe's truss, this can be dispensed with by filling up the valley, if desired.

The cost per mile will be about one-third to one-half less than that of the Cache la Poudre line.

If we commence grading early in the spring on this line, we can cross the mountains with the track in 1867.

From snow, we need fear no trouble. The road being built on ridges, it will not be so easily drifted as the other lines which follow valley, canon and slope, and are subject to heavy drifting in that high latitude.

Fuel and timber for ties, stone for structure along this line, are about the same as found on Cache la Poudre, or Cheyenne Pass line.

And finally, it is the shortest and easiest of approach from mouth of Lodge Pole Creek; while it has the same facilities of approach from Denver that Cache la Poudre line has, except that of distance.

Over this line distance increases on branch line, while over the Cache la Poudre line the increase of distance is in the main line, with a decrease of distance in the branch line. So far as all our surveys demonstrate, and from a personal examination of the different lines, and the mountains, I am of the opinion that there is no question where we should cross this range of mountains. We should without doubt, choose the Crow Creek and Lone Tree divide line.

This question settled, the approaches to this line remain to be considered. Of these, there are four that have been surveyed, viz.

1. The Lodge Pole Creek line surveyed by Mr. Evans.
2. The Pawnee Creek line, surveyed by Mr. L. S. Hills.
3. The Cut Bluff Creek line, " " " "
4. The Crow Creek Valley line, 2 " Mr. Evans.

The distance over each are as follows, taking mouth of Lodge Pole Creek as the initial, and the crossing of Crow Creek as the intersecting point:

Lodge Pole Creek	137.31 miles.
Platte Valley and Pawnee Creek	170.75 "
Platte Valley, Cut Bluff and Crow Creek 1 .	183.83 "
Platte Valley and Crow Creek	211.83 "

Grades, direction, alignment, bridging, and cost of grading, are all in favor of the Lodge Pole Creek line.

While Pawnee Creek and Crow Creek lines run through the eastern rim of the Coal Basin, and their branches to Denver will be shorter and cheaper per mile than from Lodge Pole Creek line.

The question naturally arises whether it would not be better to decrease the distance on the main through line and increase it on the branch to Denver, even in case the shortest main line would not compare in grades, cost and alignment, with the line having the

shortest branch to Denver.

The distances from Omaha to the junction in Laramie Plains, crossing the mountains on Lone Tree and Crow Creek divide line are as follows:

Omaha to Laramie Junctions via Lodge Pole Creek,	575.73 miles.
Branch by this line to Denver, down Lone Tree Creek and Platte Valley	<u>112.</u> "
Total distance main line and branch	<u>687.73</u> "
Omaha to Laramie Junction, via Pawnee Creek	593.82 "
Branch to Denver from mouth of Pawnee Creek	<u>141.00</u> "
Total distance main line and branch	<u>734.82</u> "
Omaha to Laramie Junction, via Pawnee Creek	593.82 "
Branch to Denver via junction of " "	
via Crow Creek Valley at Station 2,828	<u>99.90</u> "
Total distance main line and branch	<u>693.72</u> "
Omaha to Laramie Junction via Crow Creek line	646.53 "
Branch to Denver up Platte Valley	<u>56.23</u> "
Total length main line branch	<u>702.76</u> "

This comparison shows that Lodge Pole Creek line with long branch to Denver, gives less road to build and maintain than any one of the other lines; and its branch runs through the Lone Tree and Crow Creek coal fields for at least fifty miles; and is within easy reach of the coal and iron beds on the Kiowa, Boulder and Clear Creeks.

There is one other line being run, known as Cut Bluff Creek line, which leaves the Platte River nearly opposite Fort Morgan, 39 miles east of mouth of Crow Creek. This line promises better grades and shorter distances than the line up Crow Creek, and in the comparison would be as follows:

Omaha to Crow Creek junction, via Cut Bluff Creek (estimated)	626.53 miles
Branch to Denver, via up Platte Valley	<u>95.20</u> "
Total distance main line and branch	<u>721.73</u> "
Branch to Denver, from Station 3,555 of Crow Creek line (the point of junction)	<u>86.10</u> "
Total distance main line and branch	<u>712.63</u> "

This comparison in distance shows the route by Lodge Pole to be the shortest, counting the branch and main line together. Perhaps a better comparison of distances would be from mouth of Lodge Pole Creek, a point common to all lines, to the intersecting point in the Crow Creek Valley, via the Crow Creek crossing, which is as follows:

Lodge Pole Creek line	137.31 miles
Branch to Denver, via Lone Tree Valley and Platte Valley (estimated)	<u>112.</u> "
Total, main line and branch	<u>249.31</u> "
Lodge Pole Creek to Crow Creek Junction via Pawnee Creek line	170.75 "
Branch to Denver from mouth of Pawnee Creek, up Platte Valley	<u>141.</u> "
Total distance, main line and branch	<u>311.75</u> "
Short Branch from Crow Creek, Station, 2828	<u>99.90</u> "
	<u>270.65</u> "
Lodge Pole Creek, to Crow Creek Junction, via Crow Creek line	207.91 "
Branch to Denver, mouth of Crow Creek	<u>56.23</u> "
Total distance, main line and branch	<u>264.14</u> "

To sum up these statements:

Lodge Pole Creek main line is 33.44 miles shorter than Pawnee Creek line.

It is 50.60 miles shorter than Cut Bluff line.

It is 70.60 miles shorter than Crow Creek Valley line.

It is 37.00 miles shorter than Cache la Poudre line.

It has best alignment, costs less per mile, has best grades, and less bridging; and when considered with branch to Denver, enters the best coal fields, and has less road to run and build than any of the other lines.

Considering the lines in a purely engineering point of view, I do not hesitate to give the opinion that the Lodge Pole Creek approach to the base of the mountains is far superior to all others and should be adopted."

With this report I submitted a report on the line from Crow Creek to Denver, which you will see in my report, was 112 miles longer the grades not to exceed 50 feet per mile. This line ran directly south from Crow Creek, now Cheyenne, to the mouth of the Cache la Poudre, now known as Greeley and thence followed the Platte right to Denver. It is the line over which the Denver line was built.

After full consideration of this report by the Board, they took the following action upon it:

"The Committee on Location and Construction, to whom was referred the Report of General Dodge, Chief Engineer on the several routes crossing the Rocky Mountains, unanimously recommend the adoption of the Lodge Pole Creek line crossing the mountains on the Lone Tree and Crow Creek divide line.

Mr. Skjerman offered the following resolution, which was adopted.

Resolved, That the report of the Committee on Location and Construction, which was founded on the report of the Chief Engineer and concurred in by the Consulting Engineer, be received and the route therein indicated be adopted, and is hereby declared as the general route for the location of this company's road across the Black Hills, and the Executive Committee be directed to act accordingly, and that the report of the Chief-Engineer be printed in pamphlet form at an early day.

Mr. McComb offered the following resolution, which was adopted:

Resolved, "That the Committee on Location and Construction be instructed to inquire into the expediency of having a branch road from the nearest accessible point on the Union Pacific Railroad to Denver City, and report a place at an early day.

The Committee on Location and Construction, to whom was referred the subject of the Denver Branch beg leave to report.

That in their judgment a connection with the mining region of Colorado is of great interest to this Company, to the Nation at large, and especially, soon to take its place among the States of the Union.

The branch upon the route recommended by the Chief Engineer, 112 miles in length, assumes the greater public importance from the fact stated by him, based upon recent examinations made by the geologist employed by the Company, that along its route on Lone Tree Creek, and also on Crow Creek both coal and iron exist.

It is important, further, as a base line of railway, parallel with the range, from which lateral branches can hereafter be built to the mining centres running up Clear Creek, Boulder Creek and other Valleys. The coal lying at the base and the gold bearing quartz on the slopes of the mountain, railroads will become essential, not only for general transportation, but to bring the ores and the fuel together when the scanty supply of mountain pine shall have been exhausted.

The Committee will state further, that in recommending the Lodge Pole and Crow Creek routes for the main line of the road, the immediate construction of this branch by some means, was considered as a part of the plan.

The mode of raising the means does not come within the scope of the present enquiry.

The Union Pacific Railroad will probably be opened to the junction of the branch by the Autumn of 1867, at which time, the laying of the track on the branch towards Denver could be commenced, if means were provided.

On December 10, 1866, I wrote to General Sherman giving him the decision as to our crossing of the Black Hills, as follows:

"I missed you at Denver, also here. Was desirous to see you but am glad you have gone to Mexico, for I believe you will keep us out of trouble. I do not want to see any more war, and I hope you will keep us from any, and soon return to take care of us on the plains.

I will give you briefly our progress: We crossed the North Platte, in the latter part of November; are now 302 miles west, 12 miles west of North Platte. Will be at Sedgewick by May 15th. After my return from the mountains, I recommended a new line over the Black Hills which was adopted by the Board of Directors. It runs up Lodge Pole Creek to near the base of the hills and goes directly west across the hills, the summit being reached about 10 miles south of "Cheyenne Pass." In grades, cost, alignment and distance it is far superior to any other practicable line. It takes us 112 miles north of Denver, which, of course, does not suit their interest, but I think will suit the country better than if we deflected south to catch their trade. We will be at the base of the mountains early, and across the Laramie near Saunders during 1867."

While I was in New York, I presented my plans for the work of the next year. The company was being pressed to raise money for the work but the unexpected favorability of the crossing of the Black Hills, at so small a cost, gave them great encouragement and also the fact that as soon as we reached the Black Hills, we would receive ^{per mile U.S. for 150 miles} \$48,000 in bonds; also a great help in the Company's financing the road. Up to that time, they had been receiving only \$16,000 per mile from the Government but the great cost of the road required more funds than they were receiving from the sale of their bonds. Iron was costing us about \$130.00 per ton laid down and our ties run from \$1.50 to \$3.00 and bridge lumber in the same proportion and we could not expect much decrease in the cost of anything until we reached the Black Hills. I was in hopes of reducing the cost of material early in 1867, by having the Northwestern road connect with us, we planned to build to the foot of the mountains the next year.

On my return to Omaha, I received the following letter from General W. Myers, on freight over the Union Pacific:

Omaha, Neb.

"Your letter from New York is received. I have just returned from my little jaunt to Louisville, Cincinnati, &c. Was a little disappointed at not seeing you. The President of the Pacific, E. D., R. R. Fast Freight Company informs me that he has a large amount of freight at St. Louis for Denver and other places west, and he desired me to get a proposition from your Company to deliver over your route. If you can do so, the offer is to be made to H. C. Crevelling, President of the Company, St. Louis.

I find that General Donaldson and Meigs look with apparent dislike at the plan to supply the Posts on the Platte from Omaha.

Their letters to me show that they do not see it in the same light that you and I do. I am preparing another letter, reiterating the economy and advantages to be derived and will try and enlighten them. But here it is. If you don't make the fight and a strong one, you will be beaten by the Saint Louis and Kansas City interests sure, at least on the coming year's work. I hope you won't let this matter go by. You should strike away until the order is issued and the thing decided beyond a doubt.

The amount of good freight to go over your road next year will be about as follows, provided the route of supply is via Omaha; Subsistence Stores- say, 5000 tons. Qt. Mr. Stores and Grain- 6000 tons. Up to this time I have sent over your road twenty seven hundred and twelve tons of stores- miscellaneous."

Molte

It was astonishing to me that the officers of the Government took so little interest in a matter that was of such great consequence to the Government. It was their duty to bend all their ^{all} energy and turn over ^{the} business they could to the road on account of the fact of the interest the Government had in the road and from the fact that ^{they} only paid one-half cash for the freight. Still they preferred to haul freight from the Missouri River to the plains by team. This letter from Mr. Myers shows their disposition plainly.

I wrote the Secretary of War, a letter on the purchase of supplies for engineering parties which was as follows:

December 12th, 1866.

"I desire to call your attention to the enclosed communication of Gen. Townsend, which if carried out, will work a detriment and great inconvenience to our Company. In sending out our Engineering parties we have to outfit them for the season; they are generally, in their duties, confined to a country destitute of inhabitants. Until now, when we lacked provisions or required repairs to our teams, we have been dependant upon the adjacent military posts. Our parties, all told, do not amount to over fifty or sixty men and it is impossible to always fully supply them for the year.

I would therefore respectfully request that we be allowed to promise supplies for their own use from the posts and obtain repairs to their transportation when necessary by paying to Government the cost of the provisions, forage and repairs. This would work no injury to the Government while it would be a great benefit to us and enable us to push forward over surveys with greater dispatch.

I would further state that it has been the custom for us to do this since we commenced our surveys, and under all commanders who held authority on the plains. Gen. Curtis, Gen. Pope and Gen. Grant authorized it. When we can obtain supplies in the country, we always do so, never calling upon Government when they can be supplied from any other source."

At this date the cost of provisions away from the railroad line were flour \$8.00 per hundred lbs; oats four cents per pound; corn four and one-half cents per pound and groceries in the same proportion.

While in the East, I saw Mr. P. Smith, Pres. and Mr. George Gen. Mgr. Dunlap of the Northwestern road about obtaining coal for the Union

Pacific as soon as they reached Omaha and I proposed opening a mine at Boone, Iowa on their line for the supply of the Union Pacific, it being the shortest haul for us to get coal. The Northwestern people were very glad to aid us all they could in the matter.

On December 12, 1866, I wrote General St. George P. Cook for permission to build some buildings for the headquarters of our engineers for the next seasons work at Ft. Sanders. This was a post which I had established when in command of the Department, situated within about one mile of the present Laramie Station. I desired to erect the buildings on the Fort grounds as a protection to our engineers and also because our maps, stores, instruments, and everything valuable would be kept in it and would be safe. This permission was given to me and during the winter Mr. James A. Evans' party built a fine two-story log house, sufficient to accommodate all our engineers with ^{offices and} living apartments.

On Decmeber 14, 1866, I wrote to the Hon. J. S. Williams, Commissioners of the land office, the following letter:

"I respectfully request that the Surveyor General of Kansas and Nebraska be instructed to run early in the spring a base line from near the one hundredth meridian of Longitude to the Eastern base of the Rocky Mountains, on or near the present located line of the U. P. R. R. I would suggest that the Meridian near the point mentioned be extended north until a base line running due west will keep in or near the North Valley of the South Platte as far west as Fort Sedgeiwick, that a new meridian be started there and run north so that a due-west line will strike the base of the Rocky Mountains near the crossing of the U. P. R. R. over Crow Creek as shown in our maps on file in the Interior Department. This line would follow very nearly the Valley of Lodge Pole Creek.

The reasons for making this request are briefly:- that we have now built one hundred miles of road beyond any base line. 2nd. By next fall we will be running to base of mountains. 3d. As we progress we are obliged to establish our depot grounds, shops, water-tanks, sidings, &c. at all such points if draws more or less settlements and we are desirous of fixing these stations."

As we proceeded West, it was necessary for us to have some data to which we could fix our line, which would be more definite than the latitude and longitude. If the Government extended this base line, then I could locate not only the railroad but all the towns so that we could get patents from the Government for them.

On February 9th, 1867, I received the following letter from Government Director, Jesse L. Williams on the location at the base of the mountains and his suggestions as to a military post, which had already been agreed upon between General Sherman and myself: